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RESIDENTIAL PORTLAND 1911: THE VIEW FROM 2002

A Case Study in Preservation

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INTRODUCTION

This is a study of a group of 67 buildings that were featured in a publication titled *Residential Portland 1911*, produced in that year by The Newspaper Syndicate of Portland. The buildings represented in that book are a specific residential type -- Portland's high-style residences at the beginning of the 20th century. This study investigates the group of properties to determine patterns of preservation and change from 1911 to the present. How or whether buildings were maintained, repaired or rehabilitated; how some buildings have survived or replaced, and how some have not; and how these issues related to larger patterns of urban growth and cultural change are the key questions addressed by this project. To support this analysis, this project examines physical change in the study group of 70 structures through contemporary photographs, alteration records, and maps.

Residential Portland 1911 was produced with the seemingly straightforward goal of promoting Portland's "ability and residential architecture. As the Foreword in the book proclaims, "In presenting this brochure to you it

INTRODUCTION

is the desire on the part of the publishers that you become one of us. We need you in the great upbuilding that is now taking place in this wonderful Pacific Northwest. We have everything that one could ask to make home all that the word implies. . . Come with us and we will make you glad."¹ It is very likely that the book was produced as a promotional device for the city's annual Rose Festival, since the title page includes a reference to "The Rose City."

Residential Portland 1911 was selected as the basis for this study because of its contemporaneous images of residences, which provide an ideal dataset for analyzing change over a 90-year time period. Additionally, the photographs represent a catalogue of Portland's finer residential architecture at the beginning of the 20th century. The limitation of the source material is its text, which is unfortunately minimal. However, since the subject material shares common temporal, geographic,

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and socio-economic attributes, it presents ample opportunity for identifying and analyzing key issues in historic preservation.

NOTES ON PROJECT METHODOLOGY

The following steps and processes that were developed and followed for this study. This information is provided because it is relevant to understanding how the group of properties was analyzed. Tasks related to basic research are not listed below but were performed for the project.

Phase I

The first phase of the project focused on researching and documenting the study group of 65 properties. This phase included the following tasks, arranged in chronological order:

- **Property addresses were researched** to determine the contemporary addresses of each property included in *Residential Portland 1911*. This step was necessary since property addresses were changed citywide in 1931. Properties having incomplete or missing addresses were not included in the study due to the difficulty of

locating those properties. The number not included was 18 out of a total of 85.

- **Properties were located and site visits made** to verify the accuracy of the above step, using *Residential Portland 1911* as a reference guide.
- **Photographs were taken** of the primary facades of all properties in the study group, using digital and 35 millimeter cameras. The visual perspective indicated on the 1911 historic photos was followed. In cases where buildings had been demolished, the site was photographed to document its current appearance. The photographs are shown in Part II of this study.
- **Alteration histories were recorded** for each property using City of Portland building records as a reference source. The records were obtained using physical card files, which are current to the early 1990s. Typical information recorded on building permits includes a brief description of the type of project (for example, "extend kitchen" or "porch steps," or in many cases "wreck building." Project costs were often included in the building

permit records, offering a means of evaluating the significance of the alteration project. Alteration information is included in Part II of this study.

- **A database was developed** to record pertinent information for each property. The database was devised to facilitate organizing and analyzing information by category, such as demolition date, zoning, and architectural style.
- **Taxlot information was researched and recorded** in the database for each property. Taxlot or "State ID" information provides pinpoint reference for individual properties, enabling the mapping process that was conducted in the following step. Taxlot information is useful because it is retained in a city's database of property records as identification for building's location, regardless of whether the building is altered or demolished. The numbers are based on geographic meridians.
- **Project area maps were developed** using the City of Portland's "GIS" technology and individual taxlot data. These maps were generated to display

information available from this study along with City of Portland data for the group of properties, including: location of each property, year built, demolition status, zoning, and landmark status.

Phase II

In the second phase of the project, the information was processed and analyzed to discern trends. This phase included the following tasks:

- **Maps were analyzed to discover patterns and trends** in the study group.
- **Information from the database described above was downloaded** into a text-based format to create Part II of this document.
- **1911-era photos were paired with contemporary photos.** This part of the project was designed to illustrate the status of each property in the study group. Section II includes one page of information for each property in the study group and pairs a photograph from 1911 with a contemporary photograph of each property.

DOCUMENT LAYOUT & USE

Part I. Following this introductory section, Part I: A Century of Growth and Development begins with a summary of key developments and trends that shaped Portland's growth since the early 1900s. This background provides a context for understanding the effects of time on the buildings in *Residential Portland 1911*.

Part II. Part II shows photographs of all the properties in the study group. Sixty-seven residences are shown as they appeared in the book *Residential Portland 1911* and as they appear today. This section makes it possible to visually compare the effects of change over time. Also included in this section is the information about architectural style, architect, alterations, zoning, and general commentary on specific conditions or issues pertaining to each property.

Part III. This section analyzes the data, using percentage calculations to describe developments and patterns affecting properties in the study group. Conclusions are formulated based on this data.

Appendix This section includes a list of properties in this study and maps developed for the project.

EARLY DEVELOPMENT TRENDS

At the time of the 1880 census, Portland was a relatively small city with fewer than 18,000 residents.¹ Thirty years later it would be a modern metropolis with nearly a quarter of a million people. Understanding how and why that transformation occurred is essential for understanding the context of this project and the publication that forms its basis, *1911 Portland Residences*.²

Between 1880 and 1910, Portland experienced rapid growth as a result of broad social and economic trends. The city's population more than doubled from 90,000 to 307,000.³ According to urban historian Carl Abbott, the engine of sustained economic growth was fueled by banking transactions (finance), population growth, and widespread growth in the manufacturing, trade, and transportation sectors.⁴

The major development that contributed to the boom years was the Lewis & Clark Centennial Exposition of

A Century of Growth and Development

1905. The exposition both reflected Portland's growing self-confidence and incited further growth, giving the city a broad national exposure that it had not previously known.

Preparations for the Lewis & Clark Centennial Exhibition began in 1903, sparking a construction boom in Portland that would continue for several years. The exposition's lavish cultural, mechanical, and agricultural exhibits and displays attracted nearly five times the population of the entire state. More than two and a half million admissions were counted between June and October of 1905. The exposition earned general praise in national magazines and newspapers. In the words of *Harper's Weekly*, it "marked the close of an old epoch and the beginning of a new one for Portland."⁵

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Between 1900 and 1910, Portland experienced rapid growth as a result of broad social and economic trends. The city's population more than doubled from 90,000 to 207,000.³ According to urban historian Carl Abbott, the engine of sustained economic growth was fueled by banking transactions (finance), population growth, and widespread growth in the manufacturing, trade, and transportation sectors.⁴

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Portland business leaders identified the summer of 1905 as the start of a sustained real estate boom, and they attributed the new investment climate to the fair.

Downtown real estate prices skyrocketed, creating considerable wealth for speculators. The value of construction permits quintupled between 1905 and 1910.⁶ Reflecting this boom, the city's first "skyscraper," the Wells Fargo building, was constructed in 1907. New office buildings, department stores, and public buildings were added to the downtown business core. Portland was fortunate to have a large number of trained architects to help accomplish this work. Architects such as A. E. Doyle and Whidden & Lewis prospered and made their mark on the city, modernizing its Victorian appearance, characterized by darker colors, with light colors and designs inspired by the Classical and Renaissance revival traditions. The work of several Portland architects is featured in the book *Residential Portland 1911*, including William Knighton, Ellis Lawrence, Josef Jacobberger, Edgar Lazarus, and Emil Schacht.

Increased population, improvements to transportation systems, and related market conditions led to a surge in residential construction on both sides of the Willamette River following the Lewis & Clark Exposition. Real estate prices rose markedly in all areas close to downtown. The same streetcars that had carried people to the exposition

were deliberately extended into outer neighborhoods to facilitate development.

The years from 1905 to 1913 were particularly prosperous. Numerous subdivisions within easy access to the streetcar lines were developed on the east side of the Willamette River. At the same time, older, established neighborhoods on the west side of the river experienced increased density in terms of both residential development and commercial uses. In Nob Hill, a residential enclave in northwest Portland that dated to the 1880s, multi-dwelling residences were constructed by developers to accommodate the influx of people visiting the exposition, and its character as an exclusive residential enclave changed. High-style mansions along the streetcar lines were demolished, as property had become too valuable for single-family structures to occupy an entire block. Newer residential development in neighborhoods on both sides of the river mirrored the transformation in commercial architecture downtown. The older Victorian styles were replaced by Colonial Revival, Bungalow, Craftsman, and Arts & Crafts styles. This trend is reflected in the content of the book *Residential Portland 1911*, which predominantly features properties that were constructed between 1909-1911.

1911-1929: EXTENDED URBAN GROWTH

Portland grew and expanded at a steady pace during the World War I era, and neighborhoods gradually changed as a consequence. Older close-in neighborhoods such as Nob Hill in northwest Portland changed into industrial/multi-family/commercial areas. Many of the lots occupied by spacious single-family houses became apartments, hotels, and gaming establishments.

Transportation changes included declining ridership on the streetcars. The automobile began to make inroads in daily life. By 1907 improvements had been made on large segments of the city's major arterials, and by 1920 most of those were paved.⁷ This development not only changed the landscape but also changed the residential patterns of the city. Farms became subdivisions, and exclusive new neighborhoods were developed as a result of automobile accessibility. Closer to downtown, vacant and oversize lots were filled in.

These developments frequently targeted large northwest area residences. The mid-1920s were marked by the sale and destruction of many sizeable properties. The physical shape of downtown Portland changed considerably during

the booming 20s. Property values escalated with the growth of commercial business. There was planning, but "90 percent of it was executed by individual owners, anxious to derive the largest possible benefit out of the fewest possible acres."⁸ Several mansions were demolished during this period to make way for commercial buildings. In this study group, two Corbett family mansions on the Park Blocks close to downtown (see #17 and #18) were replaced by the Masonic Temple and the Portland Art Museum. Another Corbett mansion located at SW 5th and Yamhill (see #19) was demolished in 1925. Remarking on the latter event, the *Oregonian* offered this philosophical opinion: "For though land is valuable, and is priced by the foot, and is needed for commerce, the destruction of its aesthetic values is wholly without an appraisal. But we know this tribute to sentiment is forbidden – now. The city is in haste."⁹

Following the streetcar decade, uptown retail centers, characteristic of automobile-era cities, developed along established urban corridors such as Burnside in northwest Portland. One of the significant social consequences of these changes could be seen in the older, established neighborhood of Nob Hill. The advent of the family automobile opened newly fashionable neighborhoods

such as Dunthorpe, located in the southwest area some miles from the city. This often meant a move away from large "in-city" family residences and the ultimate demise of these properties. "In 1914 northwest Portland was a solid residential district. By 1924 it was being described as a 'zone in transition' in which single family housing was giving way to apartments, institutions, commerce, and industry."¹⁰ This development was not checked by planning or zoning to maintain the distinctive character of the area. An example of a building that was lost at this time shown in #33, a Queen Anne residence on SW Park Pl. in the older King's Hill neighborhood.

Portland's population continued to grow into the mid-1920s. The population was absorbed by infilling existing neighborhoods with single-family houses, by building housing developments on the near east side, and by constructing apartment buildings in the Nob Hill area of northwest Portland.¹¹ According to City records, the value of residential and commercial building permits dropped from the boom years of 1908-1912 to a low point in 1917 before recovering steadily to a new peak in 1925. A gradual decline followed in 1927 and to another low in 1934 before resuming a slow recovery.

The Motor Age

At the same time, automobile registration in Multnomah County rose from 8,800 in 1916, one for every 28 residents, to 88,000 in 1930, one for every four residents.¹² By 1920, with the extensive proliferation of automobiles, most major arterials were paved on both sides of the Willamette River.

*"Portland planners were hostages to the automobile between 1920 and 1940, and the working definition of their job changed from urban design to traffic engineering."*¹³

Carl Abbott

The automobile provided access to "edge" areas, beyond the established streetcar lines. In these semi-rural neighborhoods at the edges of the city, one to five acre lots were commonplace, particularly on the east side. These larger properties gave way to subdivisions and higher density development. Some 25,000 new houses were constructed in Portland during a building boom in the 1920s. On the east side of the Willamette River, builders filled in vacant lots in neighborhoods within six miles of downtown.¹⁴ The Motor Age had a great impact on Portland's east side. Many of the routes that were served by streetcars became thoroughfares linking the areas

adjacent to the Willamette River and auto suburbs that developed after World War II.¹⁵ Examples of these arterials include Powell, Sandy, and Belmont streets.

Planning and Zoning Milestones

A milestone in Portland's development came in 1924 with passage of the 1924 Zoning Ordinance, written by the Planning Commission (established in 1918). The ordinance created four zones:

- Single-family,
- Single & multifamily,
- Business-manufacturing, and
- Unrestricted.

This ordinance would remain in effect for 34 years and was highly beneficial to the real estate industry. There were no regulations governing the heights of buildings, yard dimensions, or building density. The ordinance served to accelerate the spread of apartments, retailing and industry at the expense of single family housing. As a result of speculation and piecemeal growth, formerly homogeneous areas became mixed-use areas. In many cases this led to the decimation of larger single-family residences. In Nob Hill, now the Alphabet Historic District, property #8 in this study offers an example of this

development. This zoning system would not be changed until 1959.

1930-1940: TRENDS THAT SHAPED THE CITY

Several trends that began in the 1930s would leave a lasting mark on the city. These included generous commercial zoning practices, the widening of arterial streets, and the opening of express highways on the southwest and southeast sides of the city. All of these developments hurt the downtown core of the city and promoted the shopping centers and residential development in outlying areas. The residential real estate market continued to be very active on the east side of the Willamette River. Neighborhoods lost population in the older core of the city. Multi-family housing sprang up within a radius of couple of miles from the city center. Single-family residences were constructed just beyond that area, in newer neighborhoods that had been platted but not developed during the exposition boom years. These neighborhoods included Alameda and Laurelhurst in northeast Portland and Mount Tabor in southeast. These residential developments were characteristic of the automobile era, catering to people who could afford cars --

although the neighborhoods were served by streetcar lines. By 1940, Portlanders had nearly filled in the eastside neighborhoods defined by the streetcar system.¹⁶

During the Great Depression of 1929-1937, construction and development slowed. By the end of the 1930s, the automobile was the dominant form of transportation and many of Portland's streetcar lines had been discontinued. The public transportation routes were taken over by buses, which were able to serve newly developing areas that were far from the old streetcar lines.

The WORLD WAR II ERA

National mobilization for WWII began in 1940. This mobilization made Portland a war production center and was a turning point in the history of the city.¹⁷ The early 1940s were boom years for Portland, mostly due to the burgeoning wartime shipbuilding and maritime industries, and the city grew increasingly prosperous.

Between 1941 and 1943 new workers flooded into Portland to take jobs in those industries. Like other war boom cities, Portland scrambled to provide housing, transportation, utilities and services for all the new residents. A housing shortage prompted the

federal government to provide financial support for thousands of new housing units. Private owners also took in roomers, and larger old houses were subdivided into small apartments and rented rooms. The latter was facilitated by a federal program. Northwest Portland was especially affected by this trend, since it was close to factories in the Guilds Lake industrial area and the riverfront. At that time, its older residences were cheap and became especially attractive for conversion to smaller rental units, accelerating a trend that had begun in the 1930s. Property #70 in this study is an example of this development.

By 1944, attention began to shift to postwar development and the peacetime economy. "Portland's continued growth after 1945, along with the renewed availability of automobiles, set the stage for a generation of suburbanization. The opening of new suburban neighborhoods amplified the trends of the 1920s. Those who had the means left the big houses of northwest Portland for new suburban houses. Many of the houses left behind would be torn down in the 1950s and 1960s for parking lots and commercial redevelopment. Others were converted to office space."¹⁸ Property #8 in this study is an

example of what happened at that time. Other houses were converted to office space.

DEVELOPMENTS IN THE 1950s

By the late 1940s there was substantial interest in revising the city's dated zoning code in order to carry out post-war programs. This proved to be a highly contentious effort that would not be resolved for ten years.

In 1956 a citizens' advisory committee report successfully recommended new zoning regulations. Planning projects during that period were designed to meet the needs of the automobile, facilitate commercial uses at the expense of residential uses, and to extend the boundaries of downtown Portland.¹⁹ The following rationale was used to make a case for the need of a code rewrite:

The present code has only four basic zones, which makes it impossible to insure equality and protection to both the owners and the city as a whole for many new and changed land uses that have developed... New ways of property development, changes in industry and business and family living, and changes in transportation are not

considered under the obsolete 1924 planning and zoning regulations.²⁰

The new ordinance had 14 basic zones including:

- "three for single family homes to include varied lot sizes,
- three multi-family zones for different population concentrations,
- five commercial zones ranging from limited residential area services to downtown skyscrapers, and
- four manufacturing zones plus five superimposed zones to handle special restrictions...²¹

This zoning code may have been a step in the right direction to improved planning, but it would also facilitate redevelopment -- and demolitions. For example, the AO Apartment Zone allowed very tall buildings in the central part of Portland. Examples of developments under this allowance can be seen in property #49 at NW 20th and Salmon streets in King's Hill. Commercial zoning under the proposed code was also generous, including a new General Commercial Zone for all types of retail and service establishments and a couple of Manufacturing Zones. The latter were generally applicable to areas

adjacent to commercial corridors and former streetcar routes. These developments often prompted redevelopment of sites that had been occupied by single-dwelling residences at the turn of the century. An example of this is property # 65 at NE 20th Avenue, which is adjacent to the highway and was rezoned for commercial use. Many buildings in Portland would be torn down in the late 1950s and 1960s for commercial redevelopment and parking lots. Others were converted into office space, such as #41 on SW Taylor St. close to the downtown core.

THE CONTEMPORARY ERA

Several trends marked the contemporary era. In the 1960s, with the advent of urban renewal projects in the downtown area, east side neighborhoods were generally ignored or negatively impacted.²² In particular, land in the neighborhoods near the Willamette River was under pressure from the growing downtown business district and expansion of light industry and other uses. This was mitigated by the housing shortage dating from the 1940s and the inflation of housing costs in the 1970s, which helped to preserve the inner east side neighborhoods from total deterioration.²³

Other developments that helped to preserve historic housing was a newfound appreciation for older residences and demand for older housing, which began in the late 1960s. This led to renovation in many parts of the city and continued in the 1970s. Results of this turnaround can be seen in the King's Hill area, for example the property #58 on SW King Ct. Another trend, the flight to the suburbs during this period, was countered by grassroots efforts to encourage stability in the close-in urban neighborhoods. In Irvington and elsewhere community associations were formed to encourage residents to remain rather than move to the suburbs.

On the whole, these developments were positive. Beginning in the 1970s many early 20th century houses and streetcar era apartment buildings on the east and west sides of the river were renovated or converted to other uses. Portland acquired a reputation as a livable large city. On the other hand time, by the late 1970s there were freeways in all four directions from downtown, and developments adjacent to those areas negatively affected many older residences and neighborhoods, such as property #48 on NE Alberta St.

In the current period, the imposition by the City of an Urban Growth Boundary has had a generally positive influence on historic properties. The Urban Growth Boundary, a regulatory “line” that skirts the Portland metropolitan area, established a clear limit on the parameters of allowed new development. The boundary, designed to protect farmland from urban sprawl, has had the practical effect of increasing real estate values inside its limits. One of the consequences of the boundary has been redevelopment of older urban properties, with both positive and negative consequences. A positive development has been adaptive reuse of older buildings, such as industrial properties (e.g., warehouses, which have been converted to residential lofts). In other cases, rising real estate prices have contributed to redevelopment of urban properties that no longer have a viable economic use or are too expensive to rehabilitate, such as smaller commercial buildings from the Streetcar Era. On the other hand, many older and historic properties have been rehabilitated as a result of rising real estate prices and the increasing demand for urban houses with historic character. In the latter case there has been a great economic incentive to rehabilitate older properties.

With land values at a premium, the housing market has remained robust. There continues to be significant demand for single-dwelling historic residences in older neighborhoods, such as Nob Hill and Irvington. There is also strong demand for historic properties that have been converted to multi-dwelling residences in older neighborhoods. In other cases, larger single-family residences that were adapted for multi-family use are being re-converted back to single-family use. There is also increasing acceptance of the “urban lifestyle,” a development that reflects larger socio-economic trends, including smaller family sizes and single-occupant households. Many larger historic residences have been remodeled and converted to highly desirable condominiums, such as property #39 in northwest Portland, a historic landmark. These trends bode well for preserving residences from the early 20th century.

NOTES

¹ Northwest District Association (NWDA), *Northwest Portland Historic Inventory: Historic Context Statement* (Portland, OR: Northwest District Association, 1991) 37.

² *Residential Portland 1911: Portland, Oregon, "The Rose City."* The Newspaper Syndicate, Portland, OR 1911.

³ William J. Hawkins III and William Willingham, *Classic Houses of Portland, Oregon 1850-1950* (Portland, OR: Timber Press, 1999) 210.

⁴ Carl Abbott, *Portland: Planning, Politics, and Growth in a Twentieth-Century City* (Lincoln: University of Nebraska Press, 1983) 50.

⁵ Abbott, 78.

⁶ *ibid.*

⁷ City of Portland, *East Portland Community Plan Project Summary Report* (Portland, OR: Bureau of Planning, August 1977) 54.

⁸ E. Kimbark MacColl, *The Growth of a City: Power and Politics in Portland, Oregon 1915 to 1950* (Portland, OR: Georgian Press, 1979) 307.

⁹ *Oregonian*, July 23, 1925.

¹⁰ NWDA, 22

¹¹ John M. Tess, Thompson Court National Register Nomination. 1997, Section 8, p., 3.

¹² *East Portland Community Plan Project Summary Report*, 4.

¹³ Abbott, p. 122.

¹⁴ *ibid.*, 56

¹⁵ *ibid.*, 85

¹⁶ Abbott, 119-120.

¹⁷ NWDA, 2.

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¹⁸ *ibid.*, 27.

¹⁹ City of Portland, *The Portland Planning Commission, An Historical Overview* (Portland, OR: Bureau of Planning, 1979), p.26.

²⁰ City of Portland, *Zoning Code Transmittal* letter, 1956.

²¹ *ibid.*, p. E

²² *East Portland Community Plan Project Summary Report*, 58

ABOUT PART II

PART II

Part II provides a variety of information about the 57

zoning designations.

properties in the study group. A list of all the properties is included at the end of this section. The following pages show photographs dated 1911 and 2002 and information about the individual properties, including:

Current address and historic address (street addresses were changed city-wide in 1931)

Historic name (from *Residential Portland 1911*); included in this information is zoning designations for each property. This information provides a context for evaluating changes that have occurred to individual properties.

Year built (when the property shown in the 1911 document was constructed)

Architectural style (style of property shown in the 1911 document), Architect (if known)

Alterations history (based on City of Portland records) This information provides insights on demolition dates.

Zoning pertaining to properties in this study group can be found in the following table:

Residential Portland 1911 & 2002

- R5 – Residential single-dwelling, low density zone (8.7 units/acre)
- R7 – Residential single-dwelling zone, low density (6.2 units/acre)
- R 10 – Residential single-dwelling zone, low density
- RX – Residential multi-dwelling zone, highest density (100+ units/acre)
- CS – Storefront Commercial zone, intended for commercial areas in older neighborhoods
- CX – Central Commercial zone, intended to provide for commercial development in Portland's most intense and urban areas
- IG – General Industrial zone, intended to provide areas for most industrial uses
- R1 – Residential multi-dwelling zone, medium density (43 units/acre)
- RH – Residential multi-dwelling, high density zone (85-125 units/acre)

Part II



ABOUT PART II

Part II provides a range of information about the 67 properties in the study group. A list of all the properties is included at the end of this section. The following pages show photographs dated 1911 and 2002 and information about the individual properties, including:

Current address and historic address (street addresses were changed city-wide in 1931)

Historic name (from *Residential Portland 1911*);

Included in this information is zoning designations for each property. This information provides a context for evaluating changes that have occurred to individual properties.

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Zoning pertaining to properties in this study group can be generally described as follows:

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- **CX** – Central Commercial zone, intended to provide for commercial development in Portland's most intense and urban areas
- **IG** – General Industrial zone, intended to provide areas for most industrial uses
- **R1** – Residential multi-dwelling zone, medium density (43 units/acre)
- **RH** – Residential multi-dwelling, high density zone (85-125 units/acre)

635 NW 18th St.

#2



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. S. Ban

ADDRESS: 155 N. 18th St.

YEAR BUILT: Unknown

STYLE: Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1956

7/22 Constructed "private garage to accommodate 2 machines"

ZONING: RH – Residential high density

COMMENTS: The existing building was constructed in 1957. The property at that time was known as the 1st Immanuel Lutheran Church parsonage with Sunday school; it is known as such today. This property is located in an area where many large residences were demolished in the 1950s and 1960s.



2002

2023 NE Broadway St.

#3



HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Thomas Bilyeu
ADDRESS: 697 Broadway
YEAR BUILT: Unknown
STYLE: Craftsman
ARCHITECT: Unknown

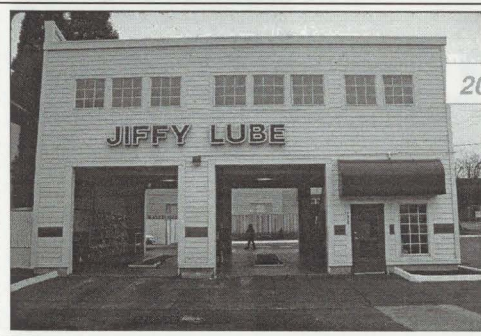
ALTERATIONS HISTORY

Demolished, date unknown
1934 -- Install storefront with concrete porch

ZONING: CS – Commercial storefront

COMMENTS: The existing building was constructed in 1987.

This location is on a busy commercial corridor that is served by public transportation. It is zoned commercial but is immediately adjacent to the residential district of Irvington.



1628 NE Wasco St. St.

#4



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Eugene Blasier

ADDRESS: 634 Wasco

YEAR BUILT: Unknown

STYLE: Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1975 (6 bedroom house)

1/71 Repaired fire damage

5/81 Vacant lot - Residential, low density

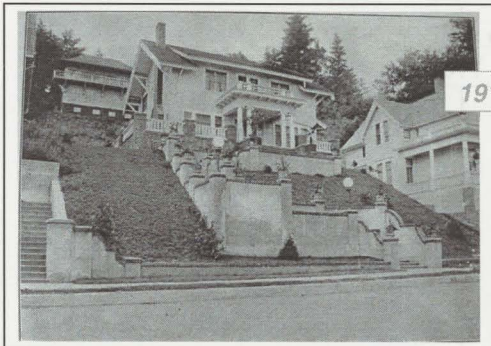
ZONING: RH -- Residential high density

COMMENTS: Construction of the current apartment complex began in 1968. The area is adjacent to the Lloyd Center shopping area and also to the Interstate 84 freeway, which accounts for deterioration of the originally single-dwelling residential area.



2002

1740 SW Elizabeth St.



#5

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. F. L. Botsford

ADDRESS: 558 Elizabeth St.

YEAR BUILT: 1911

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

1938 Added 12x19 concrete garage

ZONING: R10 – Residential, low density

COMMENTS: Most of the residences in this area have been well maintained and generally retain their historic appearance.

2111 SW Vista Ave.



1911



2002

#6

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. John S. Bradley

ADDRESS: 483 20th St.

YEAR BUILT: Unknown

STYLE: Shingle

ARCHITECT: Unknown

ALTERATIONS HISTORY

No alterations history is available for the historic residence.

ZONING: R5 – Residential, low density

COMMENTS: This property retains its historic appearance.

4816 NE 15th Ave. and Ave.



1911



2002

#7

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Benjamin Brick

ADDRESS: 1026 E. 15th St. N

YEAR BUILT: 1910

STYLE: Craftsman Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

11/65 Removed old garage

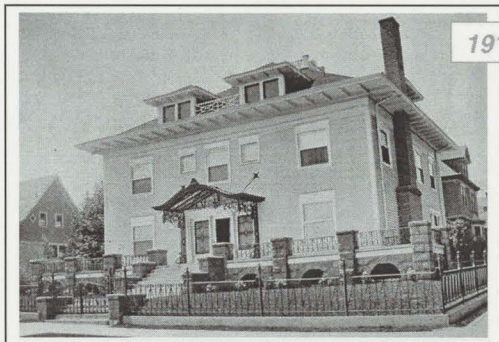
12/65 New garage added -- concrete & block

9/78 Roofed house and garage

ZONING: R5 -- Residential, low density

COMMENTS: This is the most modest residence in the book *Residential Portland 1911*. It is a small-scale example of the Craftsman style, located in a neighborhood that was solid but not fashionable at the beginning of the 29th century. It is one of only two buildings in the book that show a human subject. The porch has been modified, but otherwise the house is relatively intact.

1400 block NW 22nd Ave.



1911



2002

#8

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. W. C. Bristol

ADDRESS: 215 N. 22nd

YEAR BUILT: Unknown

STYLE: Craftsman/Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished

No record of demolition date

ZONING: IG 1, Industrial

COMMENTS: The existing building was constructed in 1966 as an industrial space. It is located in an area that was rezoned for industrial use. It is not surprising that this house was demolished, given the changed character of the area in the contemporary period.

3424 NW Franklin Ct.



#9

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. E. W. Brown

ADDRESS: 1124 Franklin

YEAR BUILT: c. 1910

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

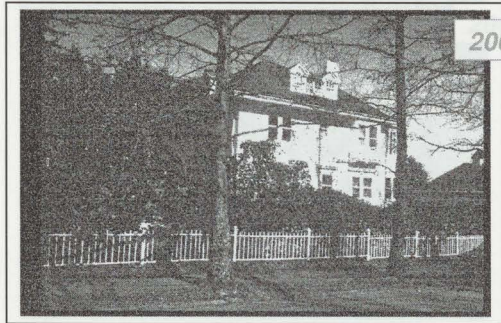
10/23 Reshingled and new gutters added -- \$150 valuation.

4/30 Changed roof & sleeping porch to install new bath; plans by architect MH Whitehouse

ZONING: R5 -- Residential, low density

COMMENTS: It is interesting to note that the surrounding area in the 1911 photo was under development when the picture was taken. Techniques for clearing the land were fairly intensive, including the use of high-pressure hoses to slice down the earth to create terraced lots and streets.

1960 SW Vista Ave. ANE



#11

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. G. L. Campbell

ADDRESS: 452 20th St.

YEAR BUILT: 1910

STYLE: Colonial Revival

ARCHITECT: Unknown Lewis

ALTERATIONS HISTORY

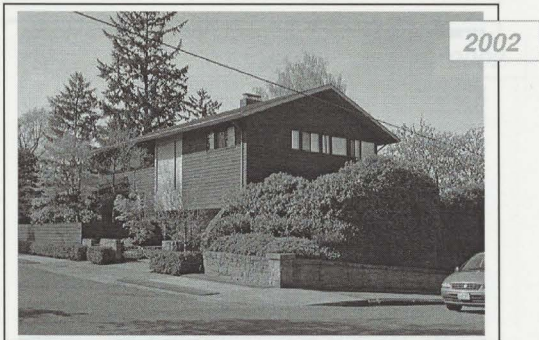
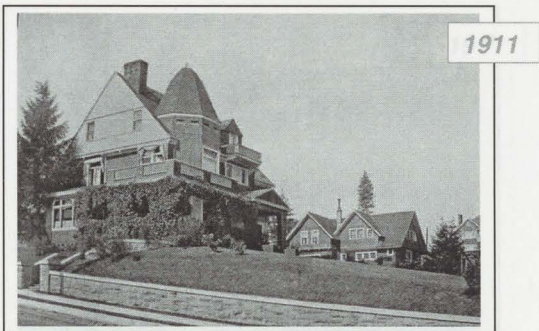
10/51 Lowered ceiling in kitchen & nook, remodeled windows in nook

5/68 Installed redwood deck low density

ZONING: R10 -- Residential low density selected by a

COMMENTS: This property is located in a southwest Portland neighborhood that has many similarly large, turn-of-the-century residences on large lots. Most of these properties have been well maintained.

2011 SW CARTER LANE



#12

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. H. C. Campbell

ADDRESS: 421 Vista

YEAR BUILT: 1916

STYLE: Tudor

ARCHITECT: Whidden & Lewis

ALTERATIONS HISTORY

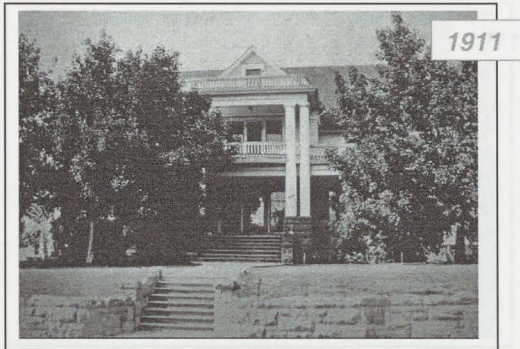
Demolished circa 1930s

ZONING: R10 -- Residential, low density

COMMENTS: The historic building was replaced by a house designed by A.E. Doyle, which was also demolished. The current Northwest style residence was constructed in 1950 and was designed by Walter Gordon for Allen Meier, the same person who had owned the house designed by Doyle.

5631 SE Belmont St.

#13



HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. J. H. Cook

ADDRESS: 1509 Belmont

YEAR BUILT: 1900

STYLE: Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

8/39 Demolished barn

9/38 Demolished garage

9/54 Lowered kitchen ceiling from 9'6" to 8'

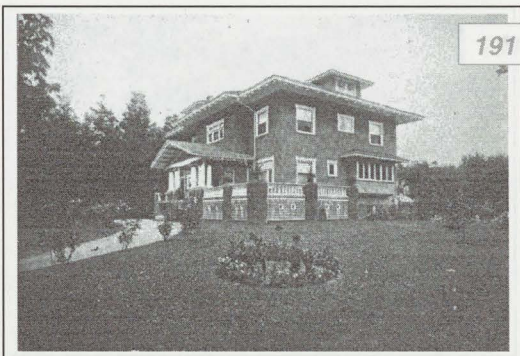
11/54 Enclosed powder room on enclosed porch

9/57 Added carport

ZONING: R5

COMMENTS: In spite of being located on a busy street that has been redeveloped over the past 50 years, this house remains very much in its original condition, although it is in need of repairs.

2116 NE 18th Ave.



#15

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Walter M. Cook

ADDRESS: 436 E. 18th St. N

YEAR BUILT: 1907

STYLE: Craftsman

ARCHITECT: John V. Bennes

ALTERATIONS HISTORY

10/23 Constructed 2 story addition -- \$2,500 valuation

8/46 "War code rooming house for 10 lodgers" permit issued

12/55 Added nook 11' 7" x 8'2" -- \$500

3/58 Replaced wood porch with cement slab

7/87 1st Methodist United Church ownership as SFR; 1st floor remodel; constructed 3rd floor

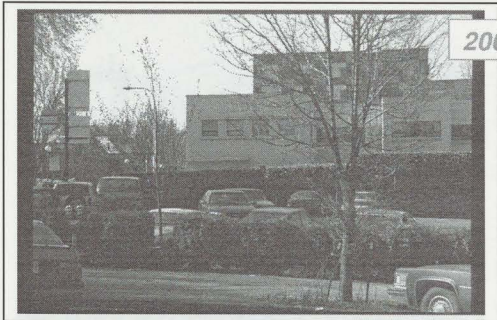
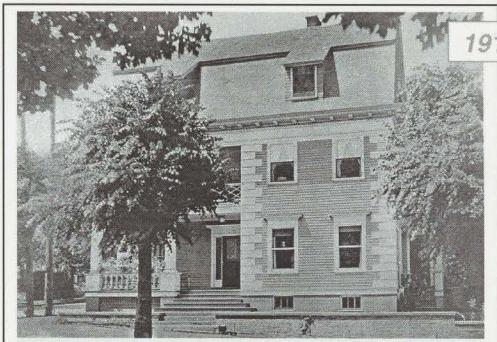
10/87 Repaired fire damage -- \$191,820 valuation; added new 3rd story; renovated structural elements; single family use only

11/89 Addition to SFD and deck -- \$18,630 valuation

ZONING: R5

COMMENTS: A field visit showed that there was an addition to the south façade, a new third story, and a porch change. Metanoia Peace United Community Center is the current owner. This property is used as a group home by a nonprofit organization.

1535 SW 11TH AVE SW Park



#16

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Edward Cookingham

ADDRESS: 335 Eleventh St.

YEAR BUILT: Unknown

STYLE: Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1970

7/23 fire escape installed to residence & apartment

3/27 enclosed stairs, added fire doors and partitions

12/70 Building demolished

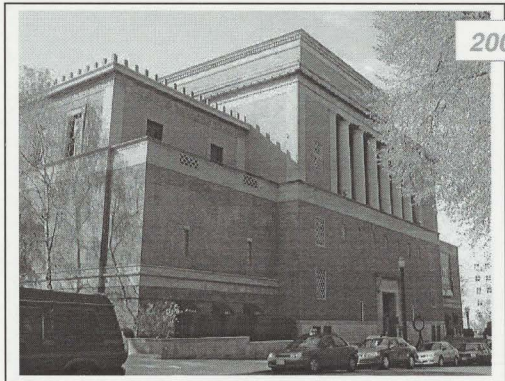
\$1,500 "banking house" -- US Bank

Parking lot

ZONING: RX – Residential Multi-dwelling, high density

COMMENTS: This property is used as a parking lot in the Portland State University area.

1119 SW Park, 1133 SW Park



#17

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Elliott R. Corbett

ADDRESS: 243 W. Park

YEAR BUILT: Unknown

STYLE: Colonial

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1924 (entire block)

ZONING: RX – Residential Multi-dwelling, high density

COMMENTS:

In 1925 the 4-story Masonic Temple was constructed on the site of this and other residences for approximately \$1,000,000. See also #18.

1119 SW Park, 1133 SW Park

#18



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Henry L. Corbett

ADDRESS: 253 W. Park

YEAR BUILT: Unknown

STYLE: Shingle

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1924 (entire block)

ZONING: RX – Residential Multi-dwelling, high density

COMMENTS:

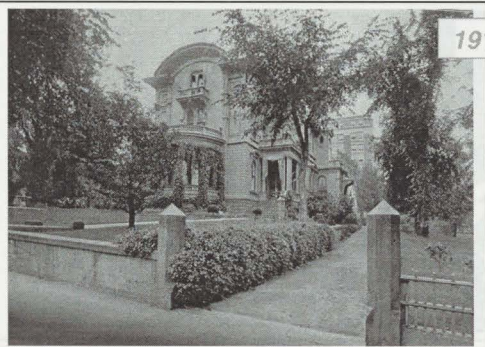
In 1925 the 4-story Masonic Temple was constructed on the site of this and other residences for approximately \$1,000,000. See also #18.



2002

SW 5th Ave. and SW Yamhill St.

#19



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mrs. H. W. Corbett

ADDRESS: 5th & Yamhill

YEAR BUILT: 1874

STYLE: Second Empire

ARCHITECT: Warren Williams

ALTERATIONS HISTORY

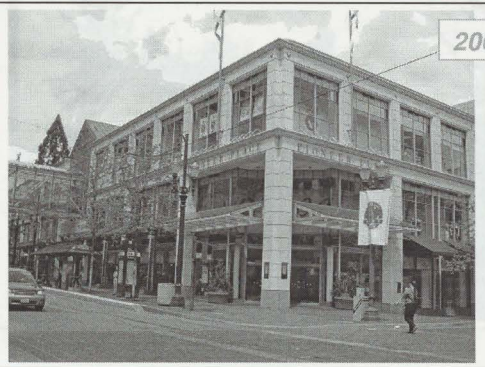
Demolished circa 1936

ZONING: CX – Central commercial zone

COMMENTS: "It seems too bad to at least one Portlander that the wreckers must pull it apart and level it to make room for, possibly, some streamlined monstrosity fashioned by the same school of art that considers bent cast-iron pipe a suitable medium for swell furniture." Stewart Holbrook, in a 1936 *Oregonian* article (quoted from Hawkins, 112).

This property was located in the heart of Portland's business district when it was demolished circa 1936. As commercial buildings came to predominate in the downtown area, properties like this one represented highly valuable real estate. Mrs. Corbett, owner of the historic property, moved to a new home in the Dunthorpe neighborhood, an exclusive oasis located some distance from the city.

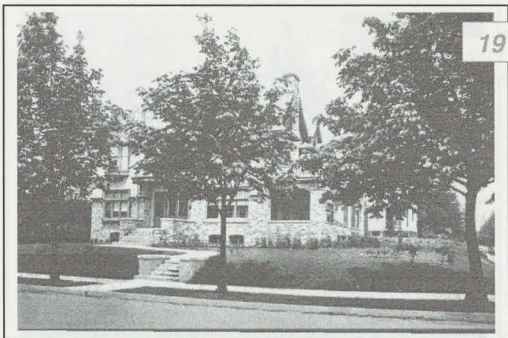
This site was occupied by the Greyhound Bus Depot before it was redeveloped in the late 1990s. This property is an annex to the Hilton Hotel.



2002

2043-47 NE Tillamook St.

#22



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. J. C. Costello

ADDRESS: 715 Tillamook

YEAR BUILT: 1910

STYLE: Arts & Crafts

ARCHITECT: Unknown

ALTERATIONS HISTORY

11/58 Alteration and repair to SFR with no increase in occupancy; "Rooms rented out not to exceed 5 lodgers at once without cooking privileges"

8/59 Mrs Alice Stone; changed from 1 family to 3 family residence -- \$6,000 cost

1960 Partitions torn out and apartments installed over 3 years. Multi-family, 2-4 units

5/62 "Child Guidance Clinic" Alice E. Stone, psychologist; "no evidence of home occupancy"; 2nd floor west unf.

apt.; e. apt unoccupied

6/63 Driveway poured; concrete retaining wall and parking area added; driveway widened

6/64 Basement revised

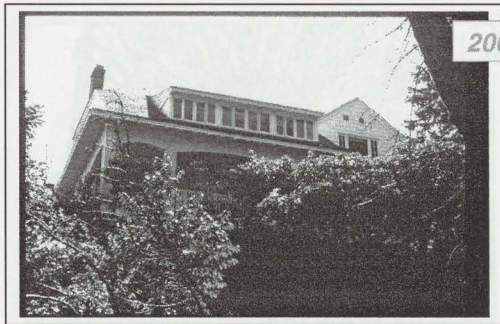
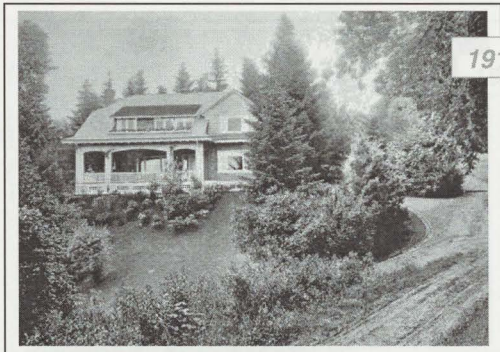
ZONING: R5

COMMENTS: This property was extensively rehabilitated in 2001 following a long period of neglect.



2001

1725 SW Prospect Dr.



#24

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. C. E. Curry

ADDRESS: 700 Prospect

YEAR BUILT: 1909

STYLE: Colonial

ARCHITECT: A.E. Doyle

ALTERATIONS HISTORY

6/53 Garage addition on street property line -- \$500 valuation

Attached carport to garage

ZONING: R7

COMMENTS: It was not possible to photograph this residence from the same perspective as in 1911 because of the mature landscaping and poor lighting conditions. The building is in very good condition with few significant alterations.

1413 SE 15th Ave. SL

#27



HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. John Ecklund

ADDRESS: 265 E. 15th St.

YEAR BUILT: 1909

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

6/38 Rebuilt part of porch with concrete footing, new floor joists

3/62 Repaired chimney

11/69 Oregon Halfway House; 5 rooms maximum

12/76 Resurfaced half of front deck

9/77 Changed occupancy to H2; remodeled 3rd floor and added bath, fire escape -- \$9,000 valuation

Porch pillars changed

ZONING: R1 -- Residential multi-dwelling zone, medium density

COMMENTS: This residence is currently used as a halfway house for men and is owned by the city. It is located in an "edge" environment, with commercial activity and public transportation routes nearby.

3115 NW Thurman St.



#28

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. J. O. Elrod

ADDRESS: 1063 Thurman

YEAR BUILT: 1904

STYLE: Colonial

ARCHITECT: Unknown

ALTERATIONS HISTORY

7/93 Rear porch enclosed, kitchen remodeled -- \$25,000 valuation

8/90 Converted sunroom to kitchen and kitchen to utility room -- \$2,500

ZONING: R5

COMMENTS: Properties in this residential neighborhood of northwest Portland have generally been well maintained and were not demolished. It is possible that this is because the area is fairly homogeneous, with many contemporaneous buildings and long-time homeowners.



2334 NW Northrup St.

#29



1911



2002

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. P. H. Flynn

ADDRESS: 774 Northrup

YEAR BUILT: 1902

STYLE: Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

11/78 Rewired, sheetrocked rooms, new kitchen

cabinets, refinished floors, repaired front porch, repaired

3rd story, fixed chimney -- \$19,000 value

11/89 New 2-car attached garage added -- \$15,000 value

ZONING: R1 -- Residential multi-dwelling zone, medium density

COMMENTS: Note that much of the historic detailing, such as the porch railings, has been modified or eliminated. This neighborhood suffered a period of decline in the 1950s and 1960s before enjoying a resurgence.

COMMENTS: It is possible that the surrounding area in the 1911 photo was masked or blocked out, because the area was well developed by 1910. The property is currently used as a 3-play.

2455 NW Overton St.

#30



1911



2002

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Paul E. Froelich
ADDRESS: 819 Overton
YEAR BUILT: 1906
STYLE: Craftsman
ARCHITECT: Unknown

ALTERATIONS HISTORY

3/23 Addition on "two machine" garage
6/46 Enclosed rear porch for nook; "remove projection of present garage and close opening"
11/80 Added 3-level porch, stairway to N side of house; added living room unit at 3rd level -- \$4,000 valuation
7/84 Built deck and outdoor stairway to 2nd level; apt over garage
9/84 Built stairs/ balcony on 3rd floor apt and replaced windows with doors -- \$3,000 valuation
5/86 Added living unit over garage

ZONING: R1 – Residential multi-dwelling, medium density

COMMENTS: It is possible that the surrounding area in the 1911 photo was masked or blocked out, because this area was well developed by 1910. The property is currently used as a 3-plex.

1507 SW Spring St.



#31

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. F. I. Fuller

ADDRESS: 503 Spring

YEAR BUILT: Unknown

STYLE: Craftsman

ARCHITECT: Unknown

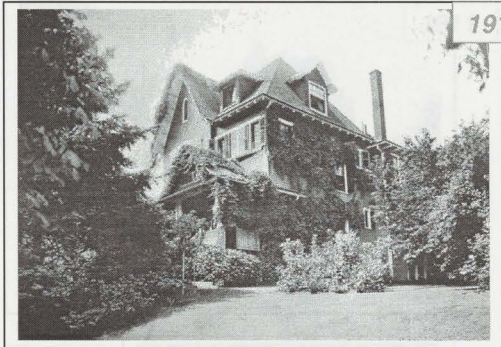
ALTERATIONS HISTORY

3 new windows added to kitchen; position of doors changed

ZONING: R10

COMMENTS: This property is located in a stable and high-income neighborhood where there are many contemporaneous residences that are well preserved.

1507 NW 24TH AVE



1911



2002

#32

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. L. J. Goldsmith

ADDRESS: 321 N. 24th St.

YEAR BUILT: 1902

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

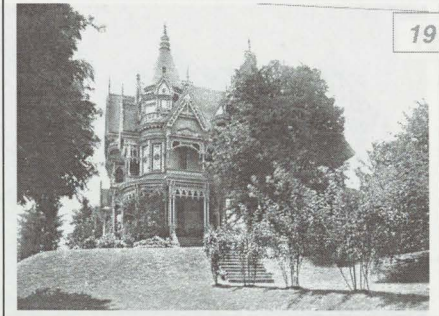
12/64 Apartments converted to offices -- \$2,000 valuation

ZONING: R2 – Residential single-dwelling (attached units permitted in some cases, such as a duplex)

COMMENTS: This property is currently used as professional office space. A portion of the spacious grounds has been converted to parking.

The historic residence was a highly ornate example of the Queen Anne style. It is possible that the house was demolished as a consequence of changing tastes in architectural styles as well as market forces and zoning changes.

2323 SW Park Pl.



1911



2002

#33

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Graham Glass

ADDRESS: 215 Ford St.

YEAR BUILT: c. 1887

STYLE: Queen Anne

ARCHITECT: Unknown

ALTERATIONS HISTORY

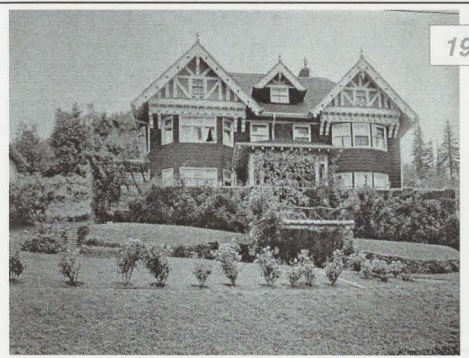
Demolished, unknown date – possibly 1940s

ZONING: RH – Residential high density

COMMENTS: The apartment building was constructed following zoning changes that increased the allowed density and height in the neighborhood. This neighborhood was designated as the King's Hill Historic District in 1990.

The historic residence was a highly ornate example of the Queen Anne style. It is possible that the house was demolished as a consequence of changing taste in architectural styles as well as market forces and zoning changes.

2636 NW Cornell Rd.



1911



2002

#34

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Henry Hahn

ADDRESS: 235 Cornell Rd.

YEAR BUILT: 1905

STYLE: Tudor/Craftsman

ARCHITECT: Emil Schacht

ALTERATIONS HISTORY

7/49 Insulated building

4/51 Added sunporch (wood and glass) on deck –
\$1,500 valuation

9/94 Remodeled interior (kitchen, bath, laundry; master
bedroom and bath)

2001 Constructed an auxiliary building at the rear of the
property

ZONING: R7

COMMENTS: This property is listed in the National Register of
Historic Places. It is located in the affluent Westover Heights
neighborhood of northwest Portland in an area of well
maintained, contemporaneous houses.

2642 NW Lovejoy St.



#36

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. E. L. Harmon
ADDRESS: 888 Lovejoy
YEAR BUILT: 1908
STYLE: Colonial Revival
ARCHITECT: A.E. Doyle

ALTERATIONS HISTORY

No record of alterations were available.

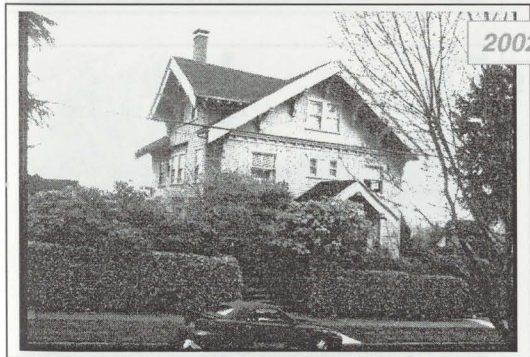
ZONING: R7

COMMENTS: This property is listed in the National Register of Historic Places. It was originally known as the Edward L. Harmon House. The building combines influences of the Colonial Revival and Craftsman styles. It is located in the affluent Nob Hill neighborhood of northwest Portland in an area of well maintained, contemporaneous houses.

1827 SW Myrtle St.



1911



2002

#37

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. W. J. Hawkins
ADDRESS: 571 Myrtle
YEAR BUILT: 1910
STYLE: Craftsman
ARCHITECT: Richard Martin

ALTERATIONS HISTORY

4/41 Extended garage south side 10' and created double garage; installed fireplace in library, added chimney

7/80 Replaced roof

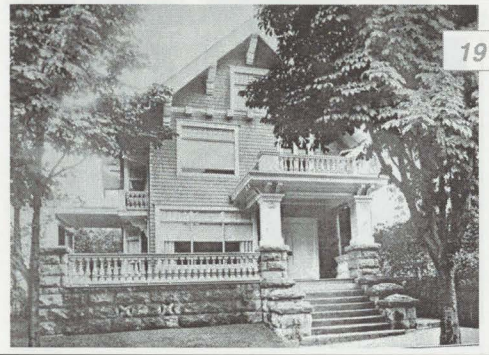
8/96 Added garage, family room, & terrace; remodeled kitchen (no additional square feet)

ZONING: R5

COMMENTS: This house was newly constructed at the time the historic photo was taken. The recent photo offers an interesting example of how the landscaping evolved between 1911 and 2002. It is located in the affluent Portland Heights neighborhood of southwest Portland in an area of well maintained, contemporaneous houses.

2336 NW Irving St

#38



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Joseph M. Healy

ADDRESS: 774 Irving

YEAR BUILT: Unknown

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1967

ZONING: R1; CS – Residential multi-dwelling, medium density;
Commercial storefront

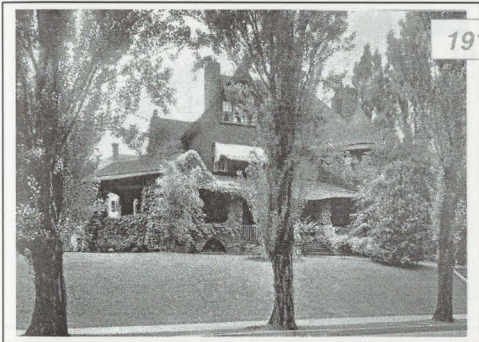
COMMENTS: The current building is a one-story commercial complex that is occupied by boutiques and salons. It was constructed by a developer who renovated several commercial properties in this densely populated neighborhood of northwest Portland. Increasing property values in the neighborhood led to considerable redevelopment, particularly where zoning allows commercial and multi-dwelling use, such as this area.



2002

333 NW 20TH AVE SL

#39



1911



2002

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Heusner House
ADDRESS: 95 N. 20th St.
YEAR BUILT: 1894
STYLE: Queen Anne/Shingle
ARCHITECT: Edgar Lazarus

ALTERATIONS HISTORY

3/74 Added toilet room and altered kitchen
9/79 Constructed 4-car garage; removed lath & plaster in preparation for remodeling "rooming house" \$10,000 & \$3,000 valuation
1/80-82 "Restore historic building and convert to 4 units"; \$100,000 valuation
5/89 Reroofed building
9/99 Enclosed open space area under kitchen for storage -- \$6,300 valuation

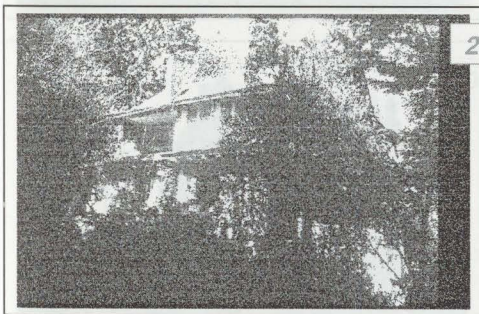
ZONING: RH -- Residential high density

COMMENTS: This building is listed in the National Register of Historic Places. It has been extensively renovated to create high-priced condominiums. This property is located in the Alphet Historic District of northwest Portland. The zoning for this property is high density residential, potentially permitting redevelopment of this property.

3446 NW Thurman St.



1911



2002

#40

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. J. A. Heusner

ADDRESS: 1164 Thurman St

YEAR BUILT: 1894

STYLE: Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

12/45 Alterations -- "SF use only"; added bath; \$1,500 valuation

8/67 Installed 210' x 72" and 15' x 42" fence; \$800 valuation

ZONING: R5

COMMENTS: The quality of the 2002 photograph is due to poor lighting conditions. Although it is difficult to evaluate changes to the building, the landscaping is clearly altered.

ZONING: RX - Residential multi-dwelling, high density

COMMENTS: This building is located in an area that is now urban and commercial at the edge of the city's downtown business district. Low offices have been the main use since at least 1960. There was a zone change to allow increased density in 1960. Significant changes include alterations to the entrance and to the cladding, originally single or slate. The stone wall is retained. The zoning would permit redevelopment of this property.

1500 SW Taylor St.

#41



1911



2002

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Frederick V. Holman

ADDRESS: 500 Taylor St.

YEAR BUILT: 1890

STYLE: Shingle

ARCHITECT: Edgar Lazarus

ALTERATIONS HISTORY

11/48 Added room in basement

6/54 Removed and replaced front steps

7/55 Installed toilet room

3/56 Converted to office building

8/57 Finished basement for office use and access; \$4,000 valuation

10/62 Removed broken chimney

7/97 Altered basement and main floor of office; \$80,000 valuation

ZONING: RX – Residential multi-dwelling, high density

COMMENTS: This building is located in an area that is now urban and commercial at the edge of the city's downtown business district. Law offices have been the main use since at least 1980. There was a zone change to allow increased density in 1980. Significant changes include alterations to the entrance and to the cladding, originally shingle or slate. The stone wall is retained. The zoning would permit redevelopment of this property.

1975 SW MONTGOMERY ST

#42

1911



2002



HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. M. H. Houser

ADDRESS: 445 21st. St.

YEAR BUILT: 1908

STYLE: Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

1922 – Library extension, shutters added, two-car garage constructed at rear of property

ZONING: R10

COMMENTS: This residence is located in an exclusive neighborhood of southwest Portland. As a measure of the current value of this property, the tax assessment is approximately \$19,000 per year. Most properties in the area are well maintained and many are contemporaries of this one.

1805 NW 34th Ave.



1911



2002

#43

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. E. S. Howe

ADDRESS: 383 Rugby St.

YEAR BUILT: 1905

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

12/93 Enclosed second floor deck to create shower and dressing area

6/98 Structural alterations -- sill, joists, foundation

ZONING: R5

COMMENTS: This residence offers an example of how some buildings are relatively unchanged since 1911. The solid residential neighborhood, which is zoned single-dwelling residential, is one reason for this stability over time. This property is on a secluded street and like many of its neighbors remains a record of its time.

3307 NW Franklin Ct.

#44



HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. C. N. Huggins

ADDRESS: 1091 Franklin St.

YEAR BUILT: 1902

STYLE: Colonial Bungalow

ARCHITECT: Unknown

ALTERATIONS HISTORY

8/26 Re-shingled west half of house; foundation placed under porch

3/45 Installed toilet room on first floor; SF only

4/95 Installed 17' x 25' deck

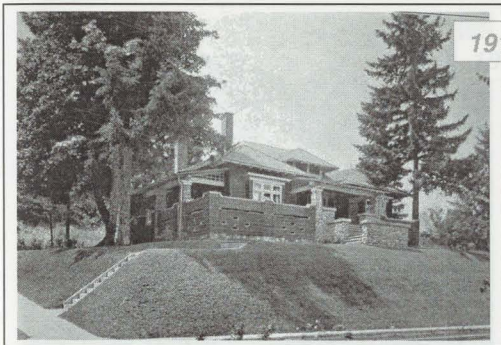
COMMENTS: The historic property was replaced in 1913. The

ZONING: R5 of a school playground.

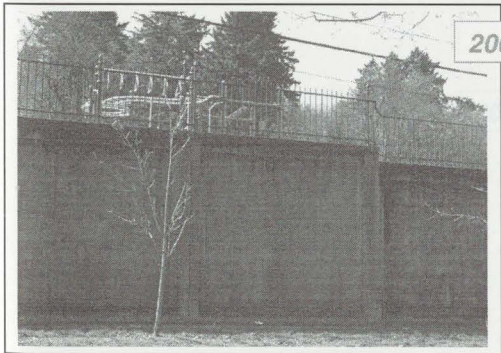
ZONING: R5

COMMENTS: With the modified front porch addition, possibly dating to 1926, the house has lost one of its defining characteristics.

2100 SW Elm St. Hill Rd.



1911



2002

#45

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. S. B. Huston

ADDRESS: 622 Elm St.

YEAR BUILT: Unknown

STYLE: Craftsman Bungalow

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished at an unknown date

ZONING: R5

COMMENTS: The historic property was replaced in 1913. The area is now part of a school playground.

1502 SW Upper Hall Rd.

#46



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Joseph Jacobberger

ADDRESS: 500 Hall St.

YEAR BUILT: 1906

STYLE: Arts & Crafts

ARCHITECT: Josef Jacobberger

ALTERATIONS HISTORY

8/25 Repaired retaining wall; \$150 valuation

7/77 Installed fire escape from 3rd floor to hillside

ZONING: R5

COMMENTS: This residence is listed in the National Register of Historic Places. It was the personal residence of the architect Jacobberger and has been well maintained. The side porch was enclosed at an unknown date.

Some larger residences such as this one, however, were demolished to make way for smaller single-dwelling residences in the 1920s-1930s.

2002

2002

3823 NE Glisan St.

#47

1911



2002



HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Dr. H. I. Keenry
ADDRESS: E. 39th & Glisan
YEAR BUILT: Unknown
STYLE: Craftsman
ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished
No demolition record found

ZONING: R5

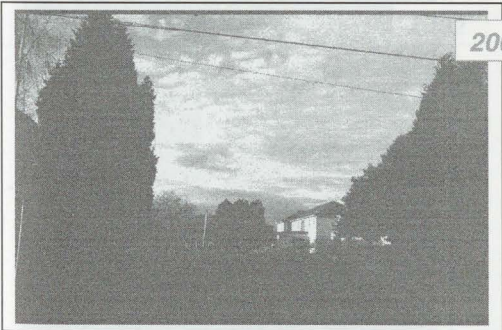
COMMENTS: This property was located at the intersection of two busy streets and was close to the streetcar line in 1911. It is now occupied by All Saints School in a neighborhood that retains its residential character. Some larger residences such as this one, however, were demolished to make way for smaller single-dwelling residences in the 1920s-1930s.

315 NE Alberta St.

#48



1911



2001

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. W. M. Killingsworth

ADDRESS: 229 Alberta

YEAR BUILT: c. 1890s

STYLE: Queen Anne

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished at an unknown date

ZONING: R1 – Residential multi-dwelling, medium density

COMMENTS: City of Portland multi-family housing is under construction on this site. The most recent building on the site was constructed in 1944 and was subsequently demolished. This area of north Portland was compromised by construction of the Interstate 5 freeway, which led to fragmentation of the historic residential neighborhoods nearby.

617 SW Salmon St.



1911



2002

#49

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. N. A. King

ADDRESS: 617 Salmon

YEAR BUILT: 1904

STYLE: Colonial Revival

ARCHITECT: Whidden & Lewis

ALTERATIONS HISTORY

Demolished in 1950; \$250 project valuation

ZONING: RH – Residential high density

COMMENTS:

The current building was constructed in 1952. A 14-story apartment building is located on this site. The zoning permits this type of development, although many of the surrounding buildings are historic single-dwelling residences constructed in the first decade of the 1900s. The historic property was originally known as the Nahum A. King House. King was the developer of this area, a high-end residential neighborhood now known as King's Hill. King's Hill was designated as a historic district in 1990. There remains, however, a fundamental conflict between the allowed zoning and the residential character of the historic buildings in the district.

933 NW 25th Ave

1911



2002



#50

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Fred A. Kribs

ADDRESS: 215 25th St. N

YEAR BUILT: Unknown

STYLE: Mission

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1958; \$950 project valuation

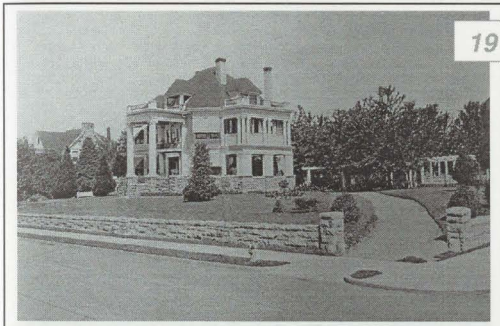
ZONING: R1 – Residential multi-dwelling, medium density

COMMENTS: The current building was constructed in 1960. It is occupied by Lovejoy Surgicenter, an outpatient clinic. The historic building is the only example of Mission style architecture in the book *1911 Portland Residences*.

Other buildings on NW 25TH Ave. include large-scale residences from the same period as the historic residence shown here.

Generally, these buildings have been converted to office space or condominium use, reflecting the high value of real estate in the neighborhood.

5703 SE Belmont St.



1911



2002

#51

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. W. A. Laidlaw

ADDRESS: 1515 Belmont

YEAR BUILT: Unknown

STYLE: Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1966; \$500 project valuation

ZONING: R5 – Low density, single-dwelling residential

COMMENTS: The six existing court apartments were constructed between the time the historic house was demolished and 1976.

It noteworthy that the historic basalt retaining wall still exists at the sidewalk level of the redeveloped property, suggesting that some features – like walls and fences -- are always desirable.

Belmont Street was early streetcar route and today is a busy thoroughfare, generally characterized by a mix of residential and commercial buildings. Although this property is zoned single family residential, its location at an "edge" made redevelopment likely.

2201-2211 NE 21st. Ave



#52

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Ellis F. Lawrence

ADDRESS: 453 E. 21st. St.

YEAR BUILT: 1906

STYLE: Shingle

ARCHITECT: Ellis Lawrence

ALTERATIONS HISTORY

3/60 Added toilet room; \$500 valuation

5/63 Remodeled kitchen; \$2,000 valuation

5/63 Added toilet room

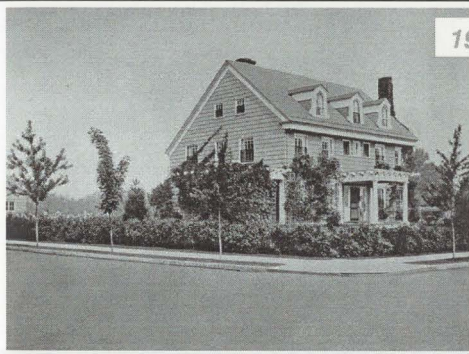
ZONING: R5

COMMENTS: This property was the residence of architect Ellis Lawrence. Reportedly the first Arts & Crafts style house in the city (Hawkins, 449). It was designed as a "double" house for Lawrence's extended family.

1309 NW 21st Ave. SL

#55

1911



2002



HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. D. C. Lewis

ADDRESS: 285 21st. St. N

YEAR BUILT: circa 1908

STYLE: Colonial Revival

ARCHITECT: Unknown

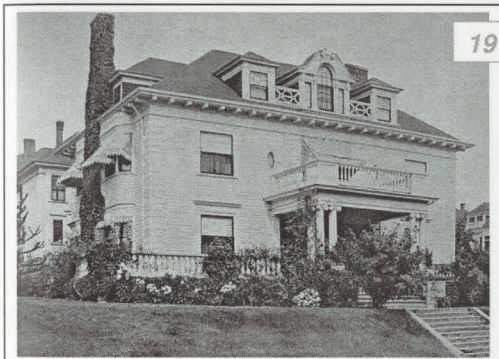
ALTERATIONS HISTORY

No alterations history was recorded

ZONING: R5 *Residential multi-dwelling, medium density*

COMMENTS: This property is located in the Nob Hill area of Portland and is now part of the Alphabet Historic District, designated in 2000.

2405-31 NW Irving St.



1911



2002

#56

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. E. E. Lytle

ADDRESS: 175 N 24th St.

YEAR BUILT: circa 1908

STYLE: Colonial Revival

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1959

ZONING: R1 – Residential multi-dwelling, medium density

COMMENTS: The current residence is a low-rise apartment building constructed in 1978. The historic building was used as a boarding house before it was demolished. Other large properties in this area have been converted to office space or condominium use, reflecting the high value of real estate in the neighborhood (also see #50).

1131 SW King St.



1911

#58

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. W. R. Mackenzie House

ADDRESS: 251 King St.

YEAR BUILT: 1902

STYLE: Colonial Revival

ARCHITECT: Whidden & Lewis (attributed)

ALTERATIONS HISTORY

5/22 Constructed 10'x20' addition for garage at front of building;

\$600 valuation

10/63 Remodeled kitchen; \$450 valuation

9/65 Constructed a 6' cyclone fence

ZONING: R5

COMMENTS: This property is listed in the National Register of Historic Places and is located in the King's Hill Historic District. The property has been well maintained and is a fine example of the Colonial Revival style.



2002

6738 SE Yamhill St.



#59

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. D. B. McBride

ADDRESS: 1764 E. Yamhill

YEAR BUILT: 1910

STYLE: Colonial/Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

11/66 Constructed a 6'x26' building addition at rear of house; one story with bath; extended kitchen; project valuation \$4,600.

This job was completed by "Home Modernizers, Inc."

8/83 Replaced steps; project valuation \$1,600

ZONING: R5

COMMENTS: This property is remarkably unchanged since 1911 and has been well maintained. It is located at the edge of Mt. Tabor Park in an area that is zoned for single-dwelling residences.

3137 NW Thurman St.



1911



2002

#61

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. W. G. McPherson

ADDRESS: 1069 Thurman

YEAR BUILT: 1903

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

9/22 Added sunroom and sleeping porch, 12'x24'; project valuation \$2,500

9/26 Laid hardwood floors; \$200 valuation

10/29 Remodeled windows and interior of kitchen; \$100 valuation

6/39 Widened garage; \$400 valuation

8/76 Replaced landing and stair; \$500 valuation

ZONING: R5

COMMENTS: This property is located in a neighborhood of houses that were constructed at approximately the same time – early 1900s. Alterations to the south façade of this house, completed in 1922, gave it a more imposing appearance.

2120 NE Tillamook St.

#62



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. C. Lewis Mead

ADDRESS: 714 Tillamook

YEAR BUILT: Unknown

STYLE: Arts & Crafts

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1954; \$1000 project valuation

7/24 Divided 9'x24' bedroom into two bedrooms; \$65 project valuation

Constructed new building in 1957

ZONING: R1 – Residential multi-dwelling, medium density

COMMENTS: Currently this property is owned by the Holladay Park Church of God; also see #67. It is located near a busy commercial corridor, NE Broadway, in the Irvington neighborhood. Several newer, low-rise multi-dwelling residences are nearby.



2002

1124 NE 57th Ave.



1911

#63

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Chas. B. Merrick

ADDRESS: 581 E. 57th St. N

YEAR BUILT: Park

STYLE: Craftsman/Old Portland

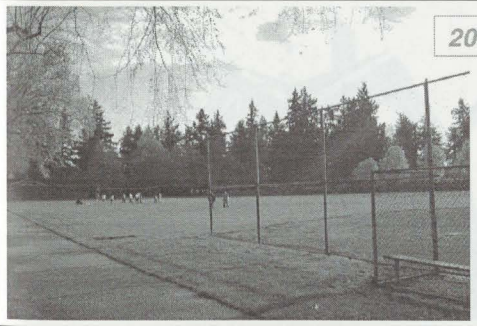
ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1974; \$600 project valuation

ZONING: OS -- Open space

COMMENTS: The property was demolished along with several others in the immediate vicinity to create a city park. The residences in the area today are more modest in size and style.



2002

7107 SE 17th Ave.

#64



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. E. L. Mills

ADDRESS: 1397 E. 17th St. S

YEAR BUILT: 1908

STYLE: Craftsman Colonial

ARCHITECT: Unknown

ALTERATIONS HISTORY

3/52 Changed from single family to two-family residence; \$200 valuation; kitchen added on 2nd floor w/o permit

9/79 Repaired fire damage; \$2,500 valuation

ZONING: R5

The existing building was constructed in 1973 on a lot that was previously vacant. The lot was previously zoned R5.



2002

COMMENTS: This is one of the few properties in the study group that is located in southeast Portland, in this case the Sellwood neighborhood. The 1952 modification to accommodate two families was allowed under the zoning designation. Note that the front porch has been removed.

831-841 NE 20th Ave.

#65



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Lewis Montgomery

ADDRESS: 223 E. 20th St. N

YEAR BUILT: N/A

STYLE: Craftsman/Colonial

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1955; \$600 project valuation

ZONING: CX – Central commercial

COMMENTS: The existing building was constructed in 1973 on the same block as the historic residence was once located. The area is adjacent to the Interstate 84 freeway and now contains a mix of light industrial buildings, such as this one which produces a food product, and modest residences. The commercial zoning allows intensive use.

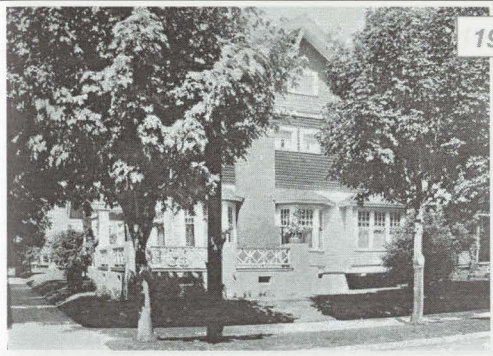


2002

1533 NE Tillamook St.

#66

1911



HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. J. E. Nelson

ADDRESS: 615 Tillamook

YEAR BUILT: 1908

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

6/70 Repaired fire damage to "war code six-family apartment";
\$3,995 valuation

ZONING: R5

COMMENTS: This property is located in the Irvington neighborhood, an area that is currently enjoying renewed popularity.

2002



2144 NE Tillamook St.



1911

#67

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. A. R. Porter

ADDRESS: 728 Tillamook

YEAR BUILT: Unknown

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

Demolished in 1954; \$1,000 project valuation

ZONING: R1 – Residential multi-dwelling, medium density

COMMENTS: Currently this is a parking lot owned by Holladay Park Church of God property -- also see #62. The property is located near several low-rise, multi-dwelling buildings.



2002

2388 NW Irving St.



1911



2002

#68

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. W. E. Prudhomme

ADDRESS: 794 Irving

YEAR BUILT: Unknown

STYLE: Arts & Crafts

ARCHITECT: Unknown Hendricks & Tobey

ALTERATIONS HISTORY

Demolished "offices" in 1983; project valuation \$3,500

ZONING: R1 -- Residential multi-dwelling, medium density

COMMENTS: Currently this is the Fruit & Flower Day Nursery, constructed in 1972. It is a day care facility serving a densely populated are of northwest Portland, which contains a mix of high-value residential and commercial properties.

1978 Renovation project including four units; \$10,000 valuation.

ZONING: R1

COMMENTS: Currently this property is the Saxon House Condominiums, a high-priced multi-dwelling residence in the heart of the Nob Hill neighborhood of northwest Portland. The property is a historic landmark and has been well maintained.

1111 NW 25th St.



1911



2002

#70

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. G. F. Sanborn

ADDRESS: 245 N. 25th

YEAR BUILT: 1910

STYLE: Arts & Crafts

ARCHITECT: Bennes, Hendricks & Tobey

ALTERATIONS HISTORY:

8/21 Added shower; \$250 valuation

4/46 Altered single family residence to create a "hotel" for 25 persons; \$1,500 valuation

8/47 Added a fire escape to "boarding house"; \$385 valuation

9/50 Repaired fire damage; \$3,500 valuation

11/50 Demolished garage

9/78 "Demolition in preparation for renovation"-- "no bearing walls removed"; \$1,000 valuation

11/78 Renovation project including four units; \$10,000 valuation.

ZONING: R1

COMMENTS: Currently this property is the Sanborn House Condominiums, a high-priced multi-dwelling residence in the heart of the Nob Hill neighborhood of northwest Portland. The property is a historic landmark and has been well maintained.

737 SW Vista



#71

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Emil Schacht

ADDRESS: 171 Ford St.

YEAR BUILT: 1902

STYLE: Shingle/Richardsonian

ARCHITECT: Emil Schacht

ALTERATIONS HISTORY:

7/77 Replaced outside stairs; \$50 valuation

8/77 Landscaped property; \$2,500 valuation

10/91 Bathroom rehabilitated; \$2,600 valuation

10/92 Replaced 8'x31' porch with "new enclosed heated porch, same size"; \$28,000 valuation

ZONING: RH

COMMENTS: This property, once the residence of architect Emil Schacht, is currently occupied as a duplex. It is located in the King's Hill Historic District on a busy street. The 1992 modification to porch considerably masked the front elevation of the residence. Zoning for this property would allow redevelopment.

2375 Park Pl.



1911



2002

#72

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Chas. J. Schnabel

ADDRESS: 785 Park Ave.

YEAR BUILT: 1907

STYLE: Arts & Crafts

ARCHITECT: William Knighton

ALTERATIONS HISTORY

3/30 Constructed an addition: "brick veneer to match existing porch; tin deck with 8'x12' beam where wall taken out"; \$600 valuation

ZONING: R1

COMMENTS: This property is listed in the National Register of Historic Places and is located in the King's Hill Historic District. It is difficult to see and photograph this residence due to the mature landscaping, however it is evident that the front porch was modified and enclosed.

2009 NE Brazee St.

#73



1911



2002

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. T. J. Seufert

ADDRESS: 705 Brazee

YEAR BUILT: 1908

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

2/25 Enlarged garage for two cars; \$100 valuation

11/71 Installed ventilation; \$20 valuation

4/72 Covered attic space for storage; \$300 valuation

7/93 Enlarged kitchen, added window; \$12,000 valuation

ZONING: R5

COMMENTS: This property is located in the Irvington Conservation District of northeast Portland. Landscaping obscures some of the details, but it is evident that the porch has been modified and the terrace removed.

5219 SE Belmont St.

#75



HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Blaine R. Smith

ADDRESS: 1441 Belmont

YEAR BUILT: 1910

STYLE: Arts & Crafts/Tudor

ARCHITECT: Ellis Lawrence

ALTERATIONS HISTORY

11/60 Remodeled kitchen; \$750 valuation

6/97 Bed & Breakfast permit granted for six guests

11/97 Work began to remodel building for above use

ZONING: R2

COMMENTS: This building, designed by Ellis Lawrence, remains in excellent condition, except for the historically inappropriate new fence. The property is listed in the National Register of Historic Places. It is currently used as a bed and breakfast. It is located on a busy street that has mixed residential and commercial use.

1943 SW MONTGOMERY



#76

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Walter N. Smith

ADDRESS: 441 21st. St.

YEAR BUILT: 1897

STYLE: Arts & Crafts

ARCHITECT: Josef Jacobberger

ALTERATIONS HISTORY

1968 – Roof over northeast porch removed

ZONING: R10, low-density residential

COMMENTS: Alterations to the front porch have changed the appearance of this residence. This building is listed in the National Register of Historic Places.

2500 SW Park Pl.

#77



1911



2002

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. F. S. Stanley

ADDRESS: 771 Park Ave.

YEAR BUILT: 1907

STYLE: Colonial Revival

ARCHITECT: Whidden & Lewis

ALTERATIONS HISTORY

No recorded alterations.

ZONING: R1

COMMENTS: This residence is located in the King's Hill Historic District. It is camouflaged by the landscaping, which acts as a buffer for the busy street immediately adjacent. However, the building remains in excellent condition and has not been greatly modified, although it is right next to a high rise building constructed in the 1960s under generous zoning allowances.

16th & SW College St.

#81



1911

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. H. A. Stiles

ADDRESS: 535 College St.

YEAR BUILT: Unknown

STYLE: Craftsman

ARCHITECT: Unknown

ALTERATIONS HISTORY

Altered porch, added casement windows, and added garage at unknown dates.

ZONING: CX – Residential multi-dwelling, high density

COMMENTS: This residence is located in the Portland Heights neighborhood, an area where houses have been preserved to a great degree -- although somewhat altered, like this property.



2002

1515 SW Clifton St.

#82



1911



2002

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. Wm. Bittle Wells

ADDRESS: 16th & Clifton St.

YEAR BUILT: 1910

STYLE: Craftsman

ARCHITECT: John V. Bennes

ALTERATIONS HISTORY

8/61 Kitchen interior remodeled; \$500 valuation

5/99 Added sunporch (heated)

ZONING: R10

COMMENTS: This residence is listed in the National Register of Historic Places. It is located in the Portland Heights neighborhood and is a fine example of Craftsman style architecture. In 1910 this house was close to a public trolley line, although sited in an exclusive neighborhood. The garage was added at a later, unknown date.

23 NE San Rafael St.



1911



2002

#83

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. C. Leo Gee Wo

ADDRESS: 291 San Rafael St.

YEAR BUILT: 1907

STYLE: Craftsman *Residential Portland 1911*

ARCHITECT: Unknown

ALTERATIONS HISTORY

1/27 Installed driveway, enlarged garage 10'x14' for two cars;
\$30 valuation

ZONING: R1

COMMENTS: This property is significant because the owner name provided for 1911 is Asian, the only such example in *Residential Portland 1911*. The 1911 photo is also the only example showing a person with the house. Significant alterations include enclosure of the front porch at an unknown date.

COMMENTS: Zoned for 3-20 units, "Commercial Apt." This property is located at an "edge," with a mix of residential and commercial properties nearby. It is sited on NE Weilder, a transportation route. The residence has been modified on the interior several times, mainly to accommodate more intensive use. Modifications to the exterior increased the building footprint and changed the upper porch. The historic stone wall remains in good repair.

2210 NE Weidler St.



#85

HISTORIC INFORMATION (1911 REFERENCE)

NAME: Residence of Mr. W. J. Zimmerman
ADDRESS: 748 Weidler
YEAR BUILT: 1908
STYLE: Craftsman/Old Portland
ARCHITECT: Unknown

ALTERATIONS HISTORY

3/37 Remodeled one bedroom, 9'x12', with two windows
36"x26"; \$50 valuation
3/38 Constructed 18'x21 garage; \$200 valuation
4/41 Changed single family residence to six apartments; \$1,100
valuation
6/68 Rebuilt loose stone work in front of lot, "fallen-down
section, 30 feet"; \$1,480 valuation
5/71 Repaired stone wall 50'x3 1/2', mortared stone; \$600
valuation

ZONING: R2.5

COMMENTS: Zoned for 5-20 units, "Commercial Apt." This property is located at an "edge," with a mix of residential and commercial properties nearby. It is sited on NE Weidler, a transportation route. The residence has been modified on the interior several times, mainly to accommodate more intensive use. Modifications to the exterior increased the building footprint and changed the upper porch. The historic stone wall remains in good repair.

Note: The identification numbers are not consecutive. Some properties in the source book, Residential Portland 1971, were not included due to inaccuracies and missing information.

*This property is listed in the National Register of Historic Places.

PROPERTIES IN THE STUDY GROUP Historic

The following is a list of the properties evaluated for this study. The identification numbers correspond to the numbers in Part II.*

ID#	Site Address	Demolition status
2	635 NW 18th St.	demolished
3	2023 NE Broadway St.	demolished
4	1628 NE Wasco St.	demolished
5	1740 SW Elizabeth St.	
6	2325 SW 20th St.	
7	4816 NE 15th Ave.	
8	1400 block NW 22nd Ave.	demolished
9	3424 NW Franklin Ct.	
11	1960 SW Vista Ave.	
12	2011 SW Carter Lane	demolished
13	5631 SE Belmont St.	
15	2116 NE 18th Ave.	
16	1535 SW 11th Ave.	
17	1133 SW Park Ave.	demolished
18	1119 SW Park Ave.	demolished
19	SW 5th & Yamhill	demolished
22	2043-47 NE Tillamook St.	
24	1725 SW Prospect Dr.	
27	1413 SE 15th Ave.	
28	3115 NW Thurman St.	
29	2334 NW Northrup St.	
30	2455 NW Overton St.	
31	1507 SW Spring St.	
32	1607 NW 24TH Ave.	
33	23223 SW Park Pl.	demolished
34	2636 NW Cornell Rd. *	
36	2642 NW Lovejoy St.*	
37	1827 SW Myrtle St.	
38	2336 NW Irving St	demolished
39	333 NW 20th Ave.*	
40	3446 NW Thurman St.	
41	1500 SW Taylor St.	
42	1975 SW Montgomery St.	
43	1805 NW 34th Ave.	
44	3307 NW Franklin Ct.	
45	2100 SW Elm St.	demolished
46	1502 SW Upper Hall Rd.*	
47	3823 NE Glisan St.	demolished
48	315 NE Alberta St.	
49	617 SW Salmon St.	demolished
50	933 NW 25th Ave.	demolished
51	5703 SE Belmont St.	demolished
52	2201 NE 21st. Ave	
55	1309 NW 21st Ave.	
56	2405-31 NW Irving St.	demolished
58	1131 SW King Ct.*	
59	6738 SE Yamhill St.	
61	3137 NW Thurman St.	
62	2120 NE Tillamook St.	demolished
63	1200 block NE 57th Ave.	demolished
64	7107 SE 17th Ave.	
65	831-841 NE 20th Ave.	demolished
66	1533 NE Tillamook St.	
67	2144 NE Tillamook St.	demolished
68	2388 NW Irving St.	demolished
70	1111 NW 25th St.	
71	737 SW Vista	
72	2375 SW Park Pl.*	
73	2009 NE Brazee St.	
75	5219 SE Belmont St.*	
76	1945 SW Montgomery St.*	
77	2500 SW Park Pl.	demolished
81	16 th & SW College St.	
82	1515 SW Clifton St.*	
83	23 NE San Rafael St.	
84	1202 NE Tillamook St.	demolished/not located
85	2210 NE Weidler St.	

Note: The identification numbers are not consecutive. Some properties in the source book, *Residential Portland 1911*, were not evaluated due to inconsistencies and missing information.

* This property is listed in the National Register of Historic Places.

Properties listed in the National Register of Historic Places

PART III

Several properties in the study group are individually listed in the National Register of Historic Places. These properties are referenced in list on the preceding page.

Data Analysis & Conclusions



DISTRIBUTION OF PROPERTIES

The total number of properties in the study group is 67. These properties are distributed in the four geographic quadrants of Portland, as follows:

- Northwest – 20 30%
- Northeast – 17 25%
- Southwest – 24 36%
- Southeast – 6 9%

Distribution of Properties
by Geographic Area

The greatest number of properties in the study group is located in southwest Portland. The second greatest number of properties is located in the northwest part of the city. The southeast accounts for the least number of properties. It is likely that the southeast was less represented in the book *Residential Portland 1911* because it was not as well developed as other areas of town, and also because it was a less prestigious address at that time. It is difficult to speculate on how buildings were selected for inclusion in the book, but likely that a central reason was to showcase Portland's finer properties.

RECORDED ALTERATIONS

Public building records examined for this study show that there were over 95 instances of modifications to properties in this study group. Several common types of alterations were categorized to create the following list. The list records the number of instances found in each.

DATA ANALYSIS & CONCLUSIONS

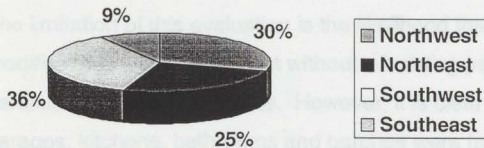
DISTRIBUTION OF PROPERTIES

The total number of properties in the study group is 67.

These properties are distributed in the four geographic quadrants of Portland, as follows:

- Northwest – 20 30%
- Northeast – 17 25%
- Southwest – 24 36%
- Southeast – 6 9%

Distribution of Properties
by Geographic Area



DEVOLUTION TRENDS

The greatest number of properties in the study group is located in southwest Portland, with 36% of the total. The second greatest number of properties is located in the northwest part of the city. The southeast accounts for the least number of properties. It is likely that the southeast was less represented in the book *Residential Portland 1911* because it was not as well developed as other areas of town, and also because it was a less prestigious address at that time. It is difficult to speculate on how buildings were selected for inclusion in the book, but likely that a central reason was to showcase Portland's finer properties.

RECORDED ALTERATIONS

Public building records examined for this study show that there were over 90 instances of modifications to properties in this study group. Several common types of alterations were categorized to create the following list. The list records the number of instances found in each

category, and it shows percentages of the total number of alterations recorded. This data does not include all the alterations that were documented. This is because there were several miscellaneous activities that are not easily categorized, such as driveway widening and the repair work. The 90 modifications shown in the building records are categorized as follows:

• Porch – 12	13%
• Garage – 15	17%
• Kitchen – 16	18%
• Bathroom – 10	11%
• Windows – 6	7%
• Fire damage – 9	10%
• Unspecified remodel – 13	14%
• Conversion to apartment – 5	6%
• Landscaping – 1	1%
• Bedrooms -- 2	2%

The limitation of this evaluation is the likelihood that most modifications were carried out without a building permit, particularly interior alterations. However, it is clear that garages, kitchens, bathrooms and porches were frequently upgraded or expanded.

DEMOLITION TRENDS

Of the 67 properties evaluated for this study, 24 or 38 percent have been demolished since 1911. No single explanation or evaluation method can be described as causal, but trends and patterns can be highlighted by examining categories of data. The following statistics show the incidence of residential demolitions according to:

the incidence of residential demolitions according to:

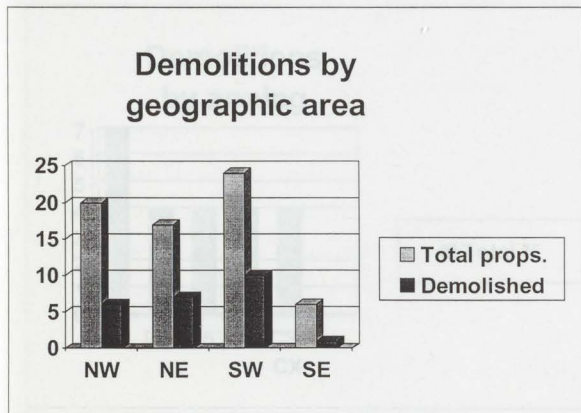
1. Geographic area,
2. Zoning designation,
3. Architectural style,
4. Date of demolition, and
5. Size of property.

1. Demolitions by geographic area

Demolition figures according to the four geographic quadrants of the city are as follows:

- **Northwest Portland** – 6 demolitions 25%
- **Northeast Portland** – 7 demolitions 29%
- **Southwest Portland** – 10 demolitions 42%
- **Southeast Portland** – 1 demolition 4%

Since the southwest area includes the downtown part of the city, it is predictable that most demolitions occurred there. While the second greatest number of properties is located in the northwest part of the city, that area did not register the second largest percentage of demolitions. More properties were demolished in northeast Portland. This may be attributable to redevelopment projects and rezoning on the east side, along with transportation projects such as the construction of Interstate 84. Northwest Portland remained a residential enclave that also experienced redevelopment, but on a lesser scale.



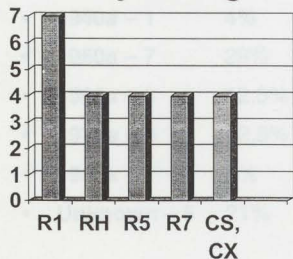
2. Demolitions by zoning designation

The highest incidence of demolitions in this category occurred in areas that are zoned R1, which allows medium-density multi-dwelling development. This type of zoning is often applied in areas that can be described as transitional and is frequently applied as a buffer between areas that are zoned for commercial use and areas that are zoned for low-density residential use.

- **R5** – Residential single-dwelling, low density zone (8.7 units/acre); R7 -- Residential single-dwelling zone, low density (6.2 units/acre) – 4 properties demolished, or **17%** of total
- **R1** – Residential multi-dwelling zone, medium density (43 units/acre) – 7 properties demolished, or **29%** of total
- **RH** – Residential multi-dwelling, high density zone (85-125 units/acre) – 4 properties demolished, or **17%** of total
- **RX** – Residential multi-dwelling zone, highest density (100+ units/acre) – 3 properties demolished, or **12.5%** of total

- **CS** -- Storefront Commercial zone, intended for commercial areas in older neighborhoods – 2 properties demolished, or 8% of total
- **CX** – Central Commercial zone, intended to provide for commercial development in Portland's most intense and urban areas – 2 properties demolished, or 8% of total
- **IG** – General Industrial zone, intended to provide areas where most industrial uses may locate – 1 property demolished, or 4% of total
- **Other** – 1 property, or 4% of total

Demolitions by zoning



3. Demolitions by architectural style

Although the greatest number of properties in the study group were designed in the Craftsman style, most of the demolished properties were Colonial Revival style buildings. This is due in large part to the fact that the largest and most ornate residences were generally Colonial Revival style buildings, and these larger buildings suffered the highest rates of demolition. Buildings designed in the Queen Anne style, while representing a small percentage of the total number of buildings in the study group, did not fare well. The Queen Anne style was considered old fashioned in the early decades of the 20th century; it was also difficult to maintain many of the features characteristic of the style, such as ornate woodwork elements on the exterior facades.

- **Colonial Revival** – 9 37%
- **Craftsman** – 7 29%
- **Shingle** – 2 8%
- **Arts & Crafts** – 2 8%
- **Mission** – 1 4%
- **Second Empire** – 1 4%
- **Queen Anne** – 2 8%

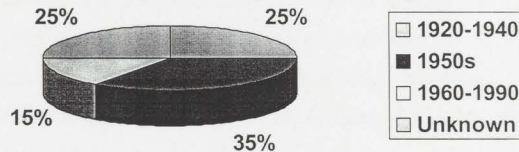
4. Demolitions by date

Most properties were demolished in the 1950s. This was a period of renewed prosperity following WWII. During that decade a new zoning code was developed that was generally sympathetic to commercial interests, and as a consequence many residential areas were rezoned to allow higher density development.

The 1960s and 1970s follow behind the 1950s in numbers of properties demolished. The latter generally were the result of urban renewal projects, including the construction of freeways. Residential areas near those projects were ripe for rezoning and/or redevelopment.

- **1920s** – 2 8%
- **1930s** – 2 8%
- **1940s** – 1 4%
- **1950s** – 7 29%
- **1960s** – 3 12.5%
- **1970s** – 3 12.5%
- **1980s** – 1 4%
- **Unknown** – 5 21%

Demolitions by date

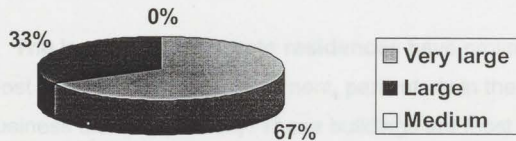


5. Demolitions by size

Almost all the properties in the study group are quite large by comparison with contemporary residential properties, even those at the higher end of the economic spectrum. However, for the purpose of this evaluation the properties in the study group can be broken up into three approximate sizes: very large (at least 6 bedrooms and several public rooms), large (4-6 bedrooms), and medium sizes (4 bedrooms or less). Since records are not available to verify square footage or number of bedrooms in the study group, the following analysis is based on exterior observations.

- **Very large size** – 14 58%
- **Large size** – 10 42%
- **Medium size** – 0 0%

Demolitions by general property size



It is evident that the "very large" group of properties suffered the highest rates of demolition. This is unsurprising for several reasons. In general, the largest single-family residences were burdensome to maintain in the contemporary era. As a practical matter, the practice of employing servants to maintain households was no longer economically feasible or socially desirable. Many of the largest single-dwelling houses were therefore vulnerable to conversion to a new use or to demolition. By contrast, properties in the "medium" group were as affected because they continued to be viable family residences.

Some properties were converted for use as multi-dwelling residences or as professional office space. Other houses

fell into disrepair because they were not adequately maintained, often because it was too expensive to do so. In these cases demolition was often inevitable. Finally, zoning changes and the demands of a growing urban area made many of the largest buildings in the study group obsolete.

OBSERVATIONS

The following observations are supported by the data presented on previous pages of Section III.

- 1. The largest, most ornate residences** have proved most susceptible to redevelopment, particularly in the business district of the city. These buildings are most difficult to adapt for a new use and are not viable as single-dwelling residences.
- 2. Craftsman style dwellings** are the predominant style in the study group and generally have been retained at higher numbers, particularly those that are not "mansion" size.
- 3. Zoning** other than low-density residential (R5, R7) promotes redevelopment. This is due to market forces.
- 4. Neighborhoods** are very important to building retention rates. Where there are groups of similar style and scale buildings in the general vicinity, the likelihood of retention is increased. Well-maintained neighborhoods tend to stay intact. It is also more likely that good

preservation practices will be followed in such neighborhoods.

5. Proximity to public transportation and/or commercial corridors is not generally beneficial to retention of historic properties, particularly in their original form. However, there are instances of larger-size single-dwelling residences being successfully converted to multi-dwelling use in these areas.

6. Porches, kitchens, and bathrooms are most often changed, according to building records reviewed for this study. In this study there are several instances where porch modifications have changed the characteristic appearance of properties. Changes to kitchens and bathrooms, on the other hand, do not generally affect the primary facades of properties and are therefore less problematic modifications.

CONCLUSIONS

One of the key findings of this study is that the demolitions were generally not the result of physical changes to the properties, but to a wide range of other influences. These influences can be identified with the following trends and factors:

1. Population growth and urban expansion
2. Market forces (increasing land values; commercial development)
3. Lifestyle choices (movement away from center city, smaller houses)
4. Socio-economic trends
5. Zoning changes (e.g., residential to commercial)
6. Transportation patterns (e.g., streetcar and automobile routes, highway development)

These influences are reflected in the data on previous pages of Part III.

1. Population growth and urban expansion

In 1911, when *Residential Portland 1911* was published, most of the houses that were featured were only a few years old, having been constructed for affluent members of Portland's swelling population during the boom years of 1900-1910. Portland continued to grow and develop

throughout the teens, twenties, and thirties. Some 25,000 houses were constructed in Portland during a building boom in the 1920s, as mentioned in Part I of this study. Neighborhoods on the east side of the city that had been platted but not developed during the first decade of the 20th century were filled in. In the downtown core, larger properties in this study group, such as the Corbett mansion (see #18) were demolished to make way for the growing city's civic amenities, such as the Portland Art Museum and the Masonic Temple, and for commercial development (see #19). In the rapidly developing close-in urban neighborhoods, the largest residential properties, often located on oversize lots, were candidates for redevelopment or subdivision (see #12 in this study).

2. Market forces

The 1924 zoning regulations would remain in effect for 34 years and had a significant impact on the city. Several aspects of the new zoning were highly beneficial to the real estate industry, allowing unlimited building and failing to regulate yard dimensions and building density (see Part I of this study for additional information). The regulations promoted speculation and piecemeal redevelopment. Areas that had previously been homogeneous became mixed-use areas. In many cases this led to the destruction

Part III

of larger single-family houses (see #8 in this study).

Revisions to the zoning code in the 1950s were designed to facilitate commercial uses at the expense of residential uses. Generous commercial zoning was enacted, particularly near commercial corridors. This prompted redevelopment of sites that had been occupied by single-dwelling residences (see #65 in this study).

3. Lifestyle choices

As the 20th century progressed, so did social attitudes and lifestyle choices. The largest single-family properties were burdensome – and expensive -- to maintain. The Great Depression left even the more affluent families without the means – and servants -- to maintain large households (see #33 in the study group). In the 1940s and beyond, families generally adopted a less formal lifestyle, and the larger properties with their formal rooms and ornate features were not suitable for those who preferred a “modern,” less constrained lifestyle. The opening of new suburban neighborhoods enticed many urban families to embrace the suburban lifestyle. Many of Portland’s well-heeled residents, particularly in the close-in northwest neighborhoods, gave up their family mansions to move away from the bustle of the city.

4. Socio-economic trends

In addition to being affected by the lifestyle changes mentioned in the previous paragraphs, some urban neighborhoods were significantly altered by economic and social forces. The early 1940s were boom years for Portland, due in large part to the burgeoning shipbuilding and maritime industries that were developed for war production efforts. As new workers flooded into the city, the city scrambled to provide housing in the close-in neighborhoods. Many of the large, older houses were subdivided into smaller apartments and rented rooms during the war years. Northwest Portland was particularly affected by this trend since it was near the factories and shipyards (see #70 in this study). Unfortunately, many of the older residences were inexpensive and slightly run down by that time, having been vacated by owners who moved to the suburbs during the Motor Age. Demolitions followed in some cases.

Another manifestation of socio-economic change was the construction of apartment buildings, institutions, and commercial buildings in areas that had formerly been exclusively residential. Larger residential properties, which often occupied big lots, were ripe for redevelopment. This began to occur in approximately 1914, and it was allowed

under planning and zoning regulations, which sought to provide additional housing, commercial buildings, and institutions for the city's growing population (see #47 in this study).

5. Zoning changes

Zoning is the underlying factor behind many of the demolitions and other significant modifications that occurred to properties in this study group. Zoning regulations adopted in 1924 generally encouraged greater density and commercial and industrial development. City planners and civic leaders were convinced these changes were necessary to provide needed housing and jobs for the city's residents. The 1924 zoning code had assigned apartment zones in anticipation of continued rapid growth. Although that growth failed to materialize, one of the consequences was real estate speculation and neighborhood instability due to changing residential values. Some older properties were demolished as a result of this speculation. Three decades later, updated zoning regulations in the 1950s were prompted by a citizens' advisory committee, and these regulations were designed to facilitate the needs of the automobile. They also facilitated commercial use at the expense of residential use and generally allowed increased building

heights in areas zoned for multi-dwelling residential use. In areas where there was an existing mix of multi- and single-dwelling residences, like King's Hill in northwest Portland, the single-dwelling residences were often threatened by redevelopment. This was especially true where real estate values were on the upswing.

6. Transportation patterns

Changes in transportation developments and patterns, including the development of streetcars, roads, and highways, plays a major role how the built environment evolves.

In Portland, the development of an extensive streetcar network in the last decade of the 19th century and the first decade of the 20th century facilitated Portland's major construction boom of 1900-1910, and by implication all of the residences shown in *Residential Portland 1911* -- the book that forms the basis for this study. All but a few of the residences shown in the book were constructed during those years.

During the mid-1920s, an ambitious agenda of citywide improvements was undertaken. Top on the list was to relieve automobile congestion. Cars had become the

dominant mode of transportation, and streets were redesigned to accommodate the needs of the automobile. Major roads were widened and bridges projects undertaken. Areas of the city that were not near established streetcar routes were thus newly accessible to residential development. With increasing real estate values, some of the larger, older properties that located on the former "outskirts" of the city were redeveloped.

During the World War II years, automobile-dominated projects such as freeways, parking, highways and bridges were considered and planned. The years after World War II ushered in a period of explosive economic growth and development. Again, the automobile played a key role. Freeways were designed to crisscross the city, and a number of private developments and federally funded projects were undertaken. The downtown area was the subject of recommendations for improvements and "reshaping" that included added parking for shoppers and generally addressing urban blight. Freeways constructed around and through the city also took a toll on residential neighborhoods, particularly at the edges near the freeways, where land was rezoned for industrial or commercial use and/or flattened for automobile traffic. Major streets took on more traffic and became

Part III

transportation corridors. These developments, while well intentioned perhaps necessary to the growing city, had the effect of eroded the character of residential areas, and many properties were demolished in the vicinity of project areas. An example of this kind of change can be seen in property # 4, located near Interstate 84 and a shopping mall.

Much more could be said about these trends and the longer-term implications for preservation of Portland's finest residential buildings. Although significant changes since 1911 have altered the residential fabric of the city and caused demolition of many fine residential buildings, it is also apparent that Portland continues to be distinguished by its attractive and diverse residential neighborhoods. The city enjoys residential character that has remained vibrant. The challenge is to plan for future developments that will enhance or contribute to its residential character.

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APPENDIX A: Properties in the study group

ID#	Site Address	Demolition status	ID#	Site Address	Demolition status
			43	1608 NW 24th Ave.	
			44	2307 SW Franklin Ct.	
The identification numbers correspond to the numbers in Part 4.					
45	2105 SW Oak St.	demolished	46	1005 SW Upper Hill Rd.*	
46	3027 NE Green St.	demolished	47	315 NE Alberta St.	demolished
47	617 SW Gannon St.	demolished	48	503 NW 20th Ave.	demolished
48	5703 SE Gannon St.	demolished	49	3204 NE 21st Ave.	
49	3204 NE 21st Ave.		50	1205 NW 21st Ave.	
50	1205 NW 21st Ave.		51	2405-01 NW Irving St.	demolished
51	2405-01 NW Irving St.	demolished	52	1131 SW King Ct.*	
52	1131 SW King Ct.*		53	6738 SW Yamhill St.	
53	6738 SW Yamhill St.		54	2121 NW Thurman St.	
54	2121 NW Thurman St.		55	2120 NE Tillamook St.	demolished
55	2120 NE Tillamook St.	demolished	56	1800 Block NE 37th Ave.	demolished
56	1800 Block NE 37th Ave.	demolished	57	7801 SE 12th Ave.	
57	7801 SE 12th Ave.		58	821-841 NE 20th Ave.	demolished
58	821-841 NE 20th Ave.	demolished	59	1505 NE Tillamook St.	
59	1505 NE Tillamook St.		60	2144 NE Tillamook St.	demolished
60	2144 NE Tillamook St.	demolished	61	2588 NW Irving St.	demolished
61	2588 NW Irving St.	demolished	62	1113 NW 20th St.	
62	1113 NW 20th St.		63	757 SW Vista	
63	757 SW Vista		64	2375 SW Park Pl.*	
64	2375 SW Park Pl.*		65	2009 NE Biscuit Ct.	
65	2009 NE Biscuit Ct.		66	8618 SE Holman St.*	
66	8618 SE Holman St.*		67	1945 NW Montgomery St.*	
67	1945 NW Montgomery St.*		68	2500 SW Park Pl.	demolished
68	2500 SW Park Pl.	demolished	69	19 th & SW College St.	
69	19 th & SW College St.		70	1515 SW Clinton St.*	
70	1515 SW Clinton St.*		71	25 NE San Rafael St.	
71	25 NE San Rafael St.		72	1202 NE Thurman St.	demolished/never located
72	1202 NE Thurman St.	demolished/never located	73	2210 NE Weider St.	
73	2210 NE Weider St.				
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Note: The identification numbers do not necessarily refer properties to the north. Check <http://www.cityofportland.gov/development/development-services/development-services> for more information.

* This property is listed in the National Register of Historic Places.

APPENDIX A: Properties in the study group

The following is a list of the properties evaluated for this study. The identification numbers correspond to the numbers in Part II.*

ID#	Site Address	Demolition status
2	635 NW 18th St.	demolished
3	2023 NE Broadway St.	demolished
4	1628 NE Wasco St.	demolished
5	1740 SW Elizabeth St.	
6	2325 SW 20th St.	
7	4816 NE 15th Ave.	
8	1400 block NW 22nd Ave.	demolished
9	3424 NW Franklin Ct.	
11	1960 SW Vista Ave.	
12	2011 SW Carter Lane	demolished
13	5631 SE Belmont St.	
15	2116 NE 18th Ave.	
16	1535 SW 11th Ave.	
17	1133 SW Park Ave.	demolished
18	1119 SW Park Ave.	demolished
19	SW 5th & Yamhill	demolished
22	2043-47 NE Tillamook St.	
24	1725 SW Prospect Dr.	
27	1413 SE 15th Ave.	
28	3115 NW Thurman St.	
29	2334 NW Northrup St.	
30	2455 NW Overton St.	
31	1507 SW Spring St.	
32	1607 NW 24TH Ave.	
33	23223 SW Park Pl.	demolished
34	2636 NW Cornell Rd. *	
36	2642 NW Lovejoy St.*	
37	1827 SW Myrtle St.	
38	2336 NW Irving St	demolished
39	333 NW 20th Ave.*	
40	3446 NW Thurman St.	
41	1500 SW Taylor St.	
42	1975 SW Montgomery St.	

ID#	Site Address	Demolition status
43	1805 NW 34th Ave.	
44	3307 NW Franklin Ct.	
45	2100 SW Elm St.	demolished
46	1502 SW Upper Hall Rd.*	
47	3823 NE Glisan St.	demolished
48	315 NE Alberta St.	demolished
49	617 SW Salmon St.	demolished
50	933 NW 25th Ave.	demolished
51	5703 SE Belmont St.	demolished
52	2201 NE 21st. Ave	
55	1309 NW 21st Ave.	
56	2405-31 NW Irving St.	demolished
58	1131 SW King Ct.*	
59	6738 SE Yamhill St.	
61	3137 NW Thurman St.	
62	2120 NE Tillamook St.	demolished
63	1200 block NE 57th Ave.	demolished
64	7107 SE 17th Ave.	
65	831-841 NE 20th Ave.	demolished
66	1533 NE Tillamook St.	
67	2144 NE Tillamook St.	demolished
68	2388 NW Irving St.	demolished
70	1111 NW 25th St.	
71	737 SW Vista	
72	2375 SW Park Pl.*	
73	2009 NE Brazee St.	
75	5219 SE Belmont St.*	
76	1945 SW Montgomery St.*	
77	2500 SW Park Pl.	demolished
81	16 th & SW College St.	
82	1515 SW Clifton St.*	
83	23 NE San Rafael St.	
84	1202 NE Tillamook St.	demolished/not located
85	2210 NE Weidler St.	

Note: The identification numbers are not consecutive. Some properties in the source book, *Residential Portland 1911*, were not evaluated due to inconsistencies and missing information.

* This property is listed in the National Register of Historic Places.

APPENDIX B: MAPS

The view is looking east. The east side of the city is on the top and the west side of the city is on the bottom.

Streetcar lines, shown as solid lines on the map, marked streets, are an important feature of this map.

A larger version of the map is included with the project document.



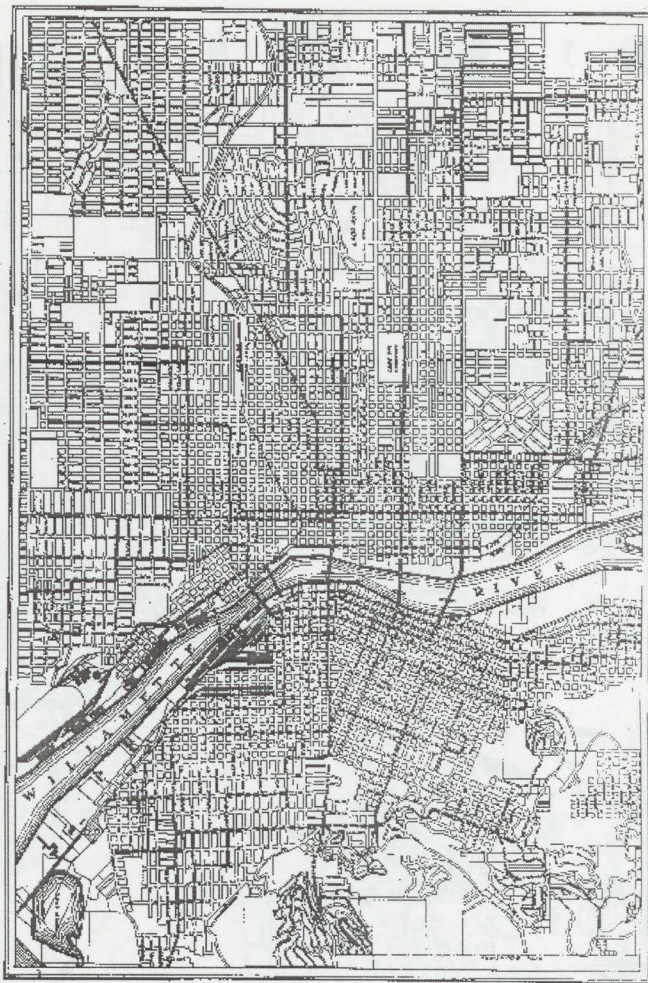
CITY OF PORTLAND IN 1911

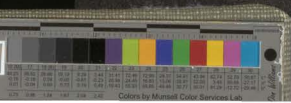
Published by Collier & Son, 1911

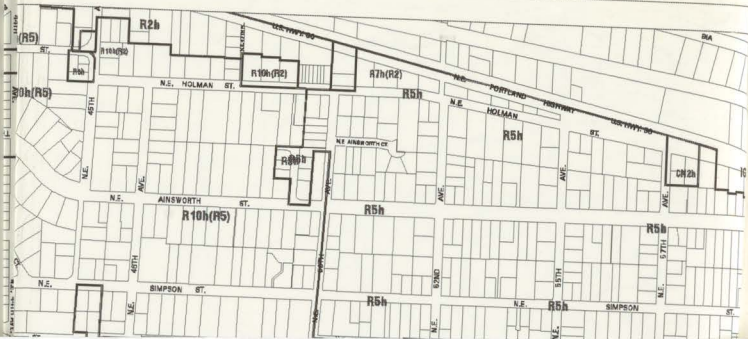
The view is looking east. The east side of the city is on the top and the west side of the city is on the bottom.

Streetcar lines, shown as solid lines on the major transit streets, are an important feature of this map.

A larger version of this map is included with the project document.









City of Portland
Bureau of Planning
Geographic
Information System

May 02, 2002

1911 Portland Buildings

Existing and Demolished Structures #/

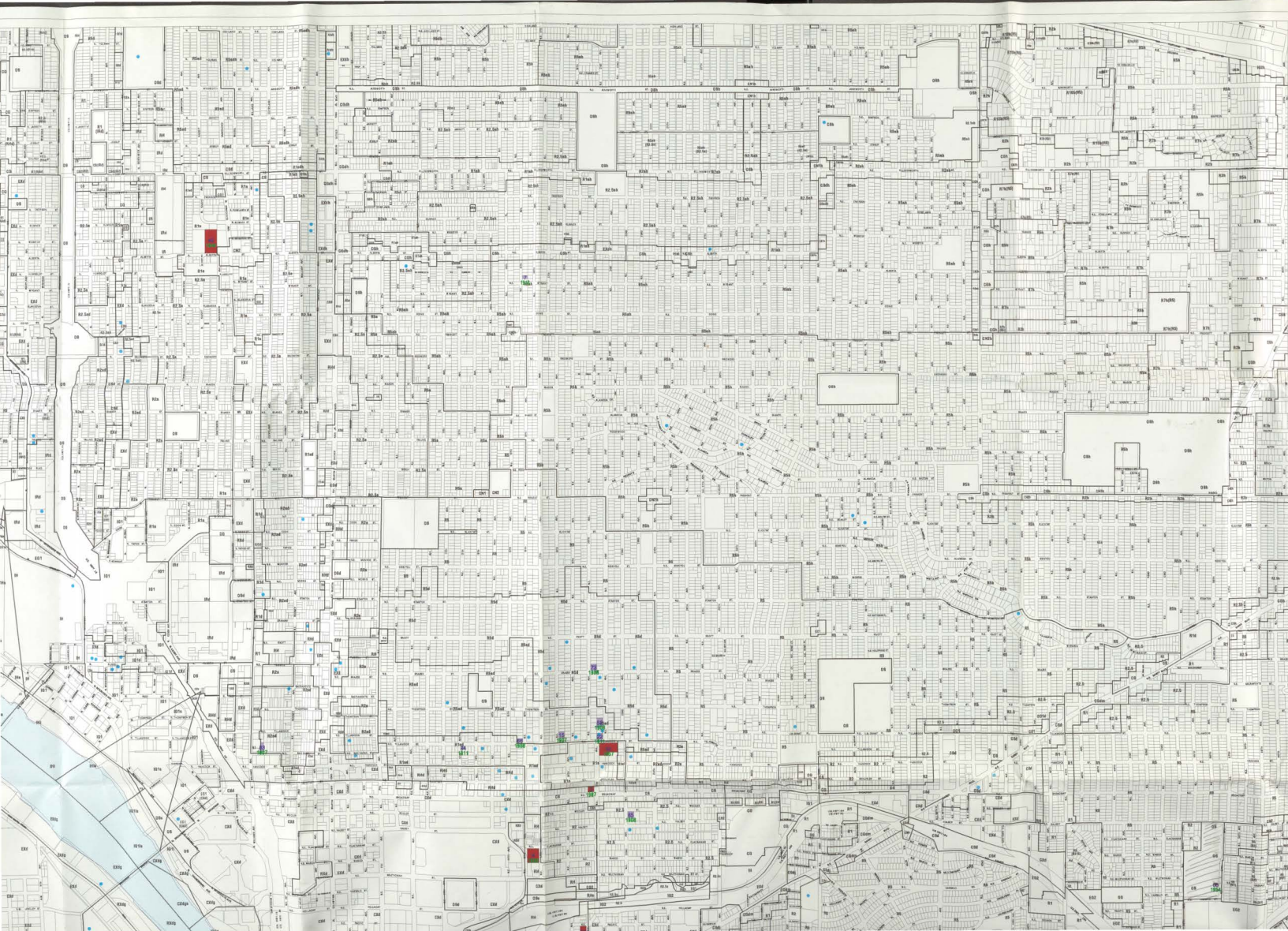
LEGEND

-  Existing Structure
-  Demolished Structure
-  Landmark Status
-  Property Inventory Number
-  Age of Structure (year built)
-  Existing Zoning

Research by Liza Mickle
University of Oregon
Terminal Project - Spring 2002
Historic Preservation Program



Area Mapped

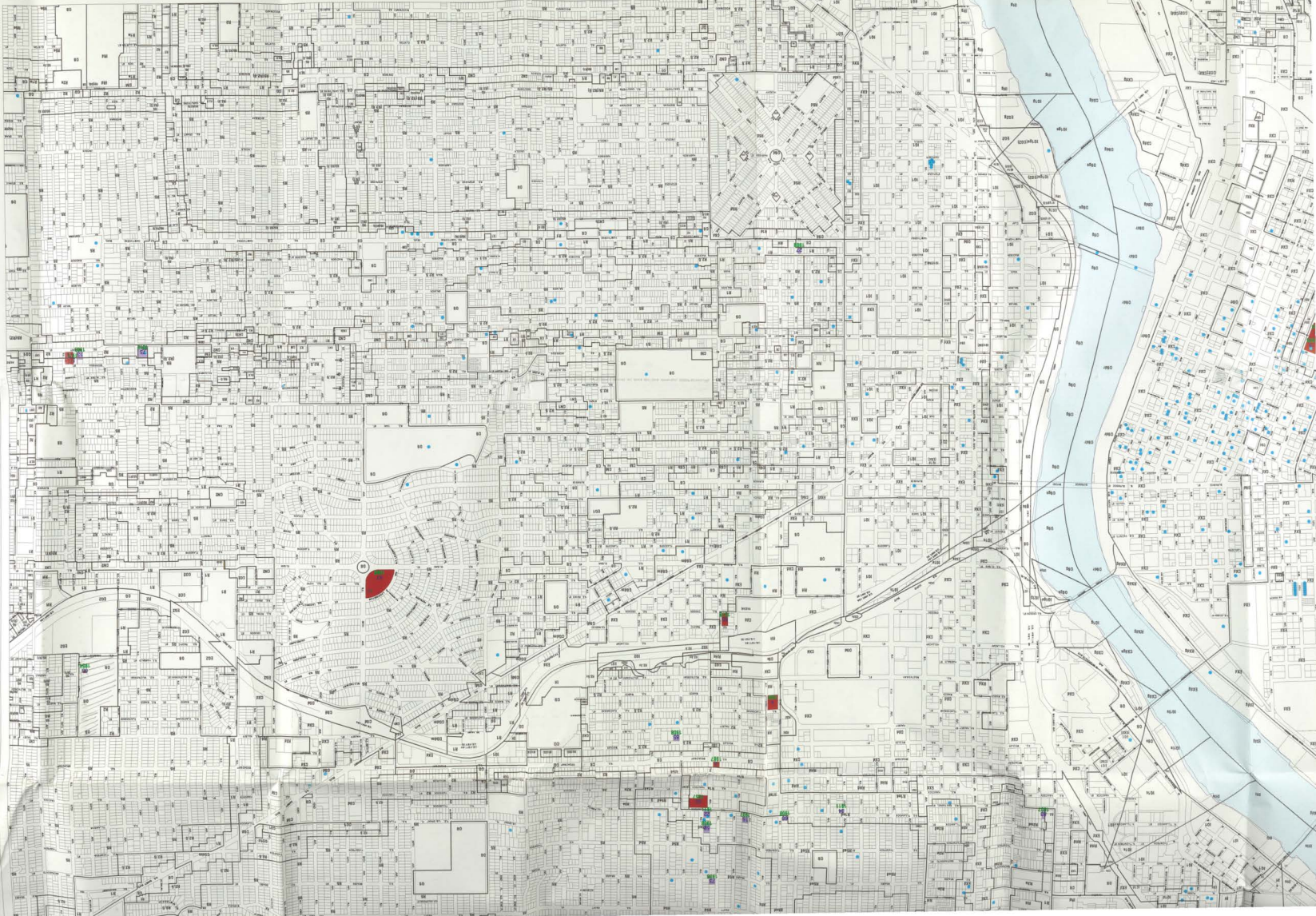


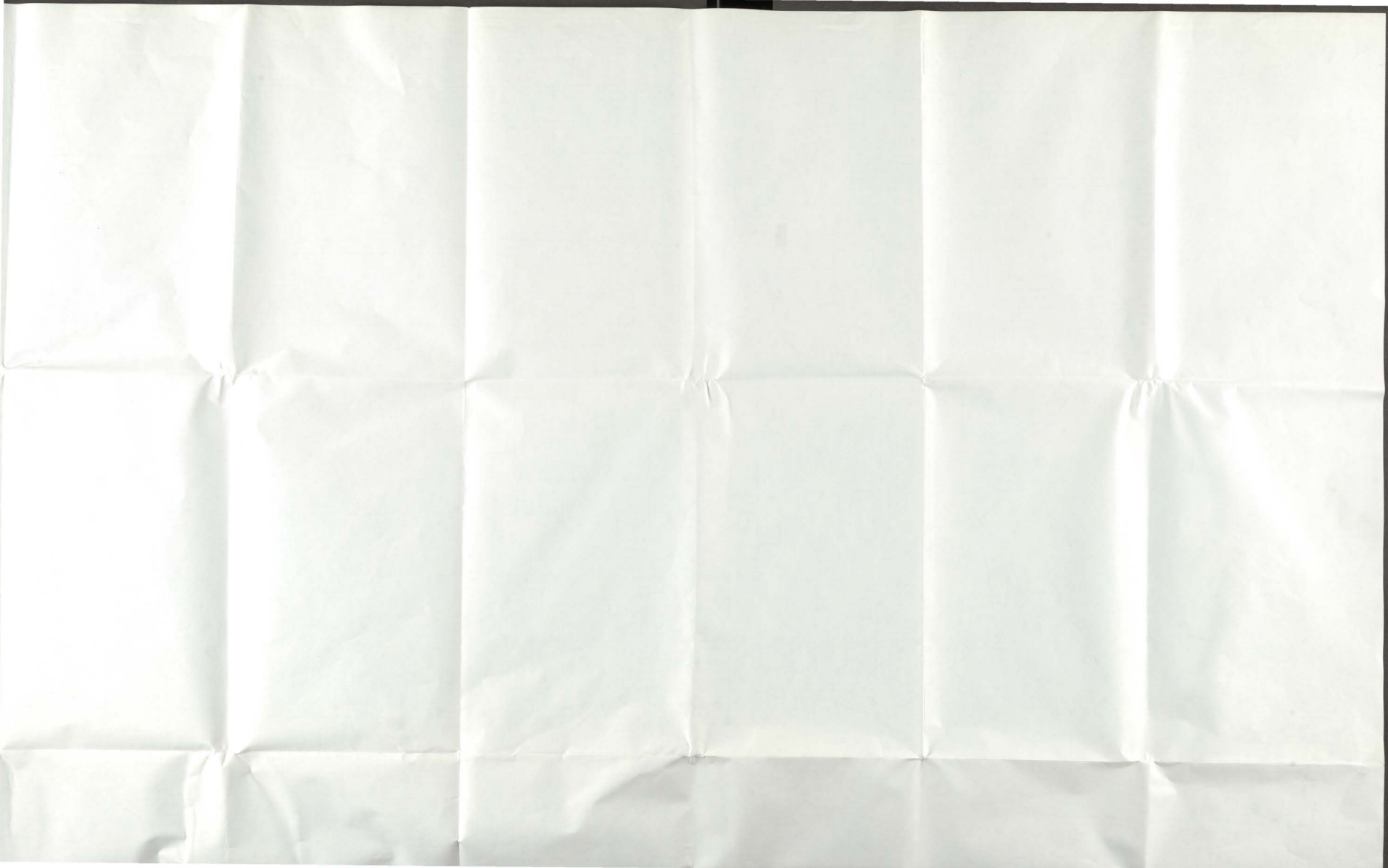


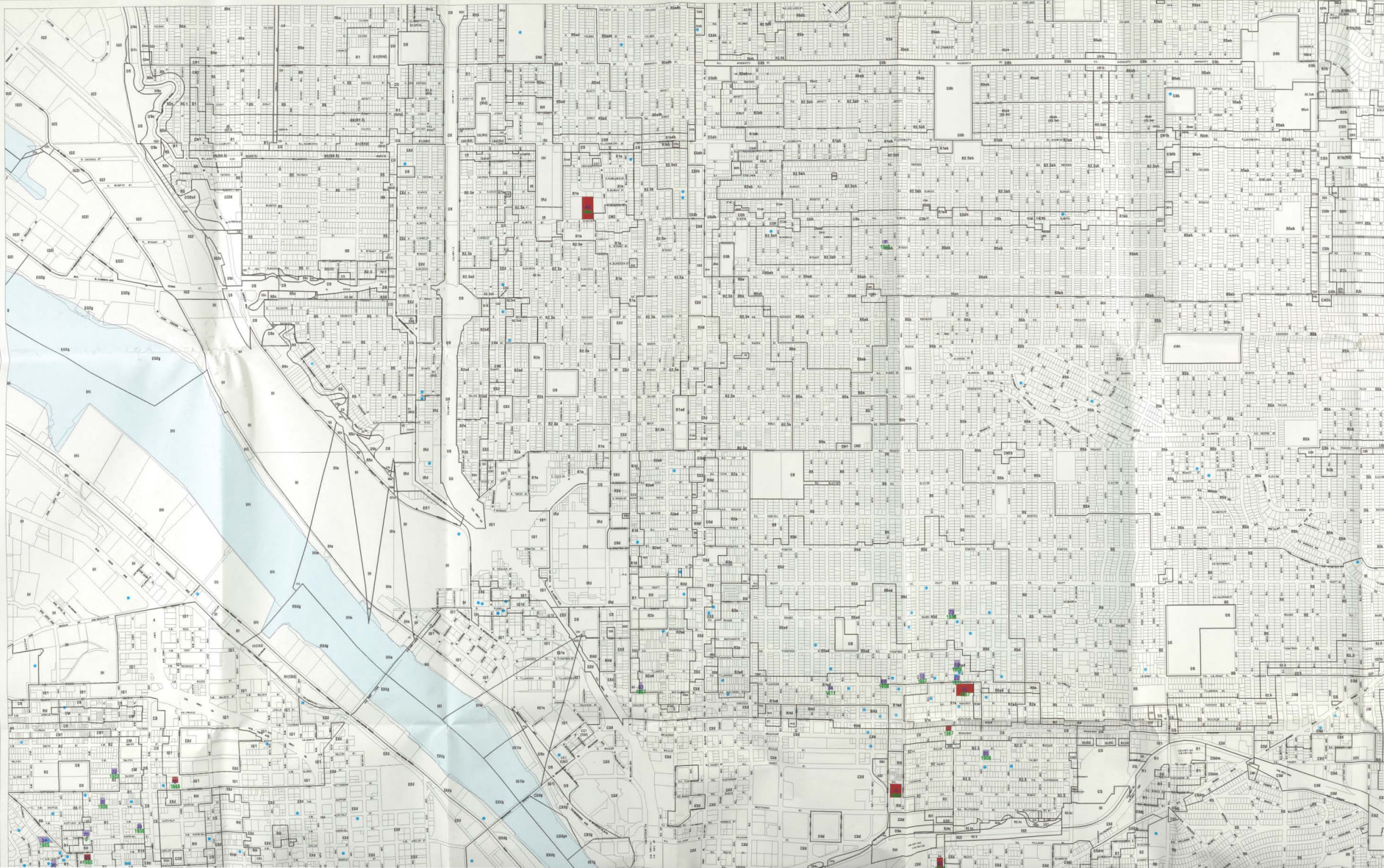


INFORMATION SOURCES:
Material originally produced by Oregon Dept. of Revenue, Taxation and General Corp. of Transportation, Portland during the 1930s. Accuracy: ± 1' (feet).
All data obtained from various municipal or different scales. For more details please refer to notes available at City of Portland, Bureau of Mapping.
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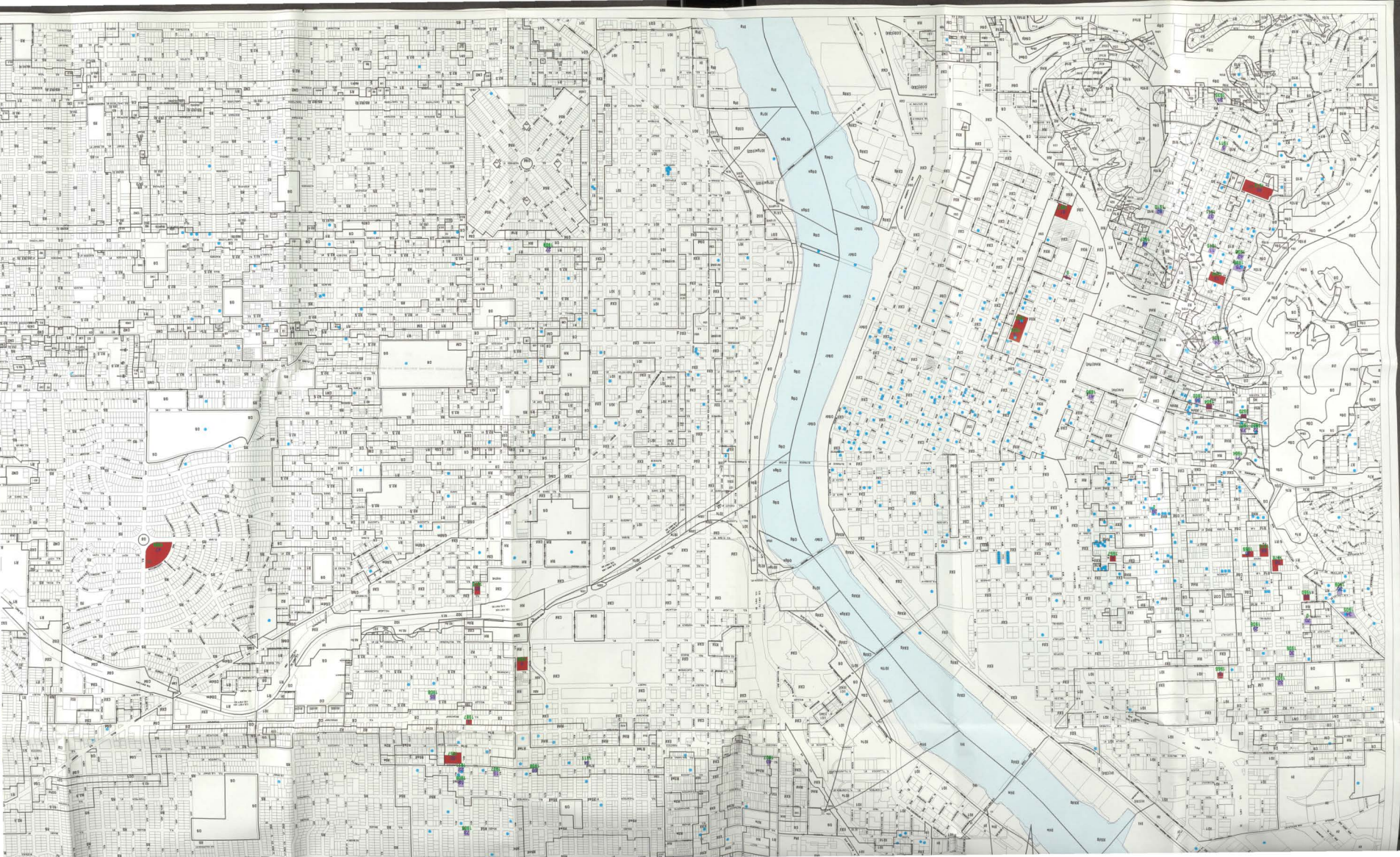
Area Mapped











1911 Portland Buildings

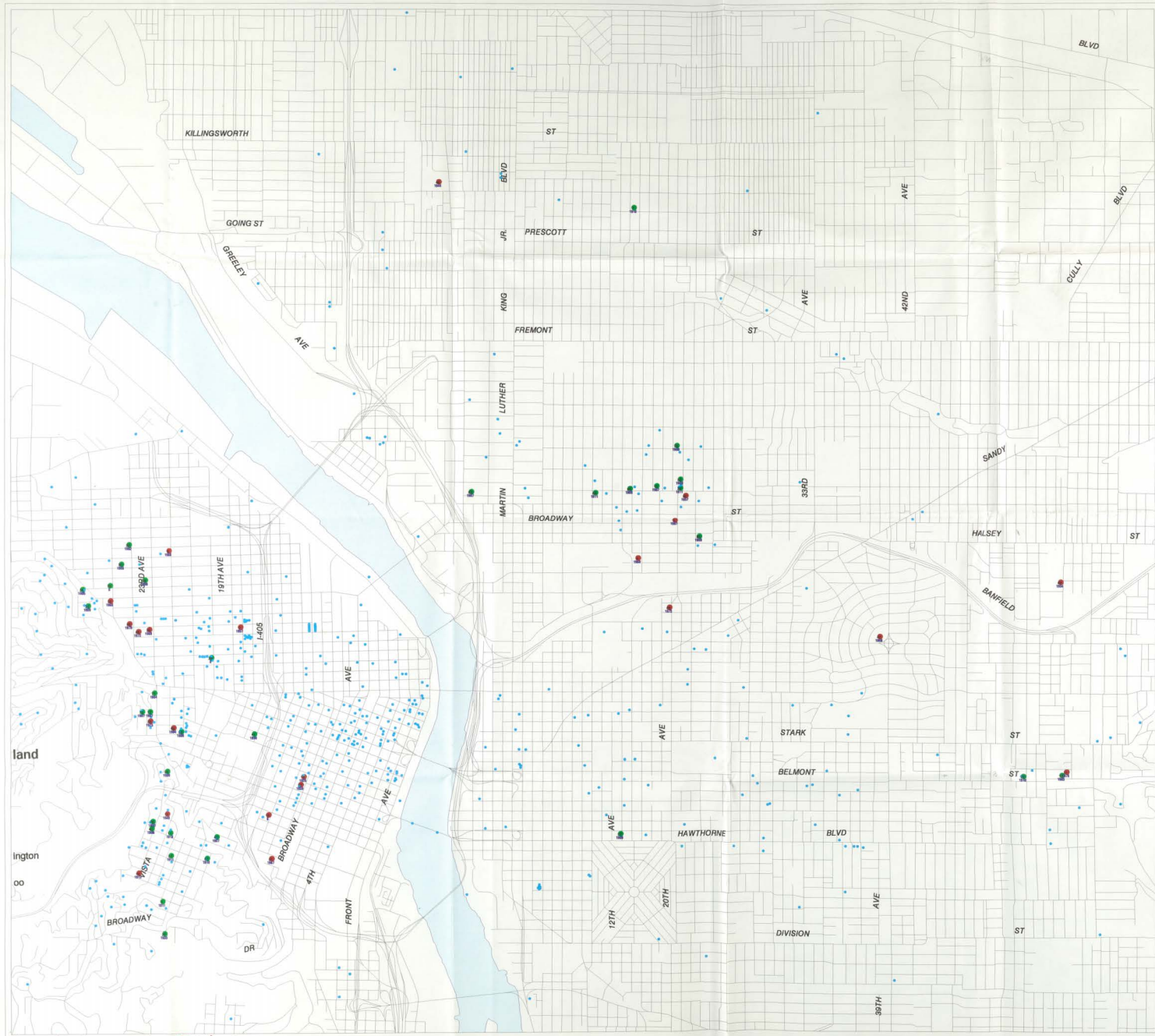
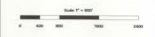
Existing and Demolished Structures #2

- LEGEND**
- Existing Structure
 - Demolished Structure
 - Landmark Status
 - Property Inventory Number
 - 1823 Age of Structure (year built)
 - Existing Zoning

Research by Lisa Mickle
 University of Oregon
 Terminal Project - Spring 2002
 Historic Preservation Program

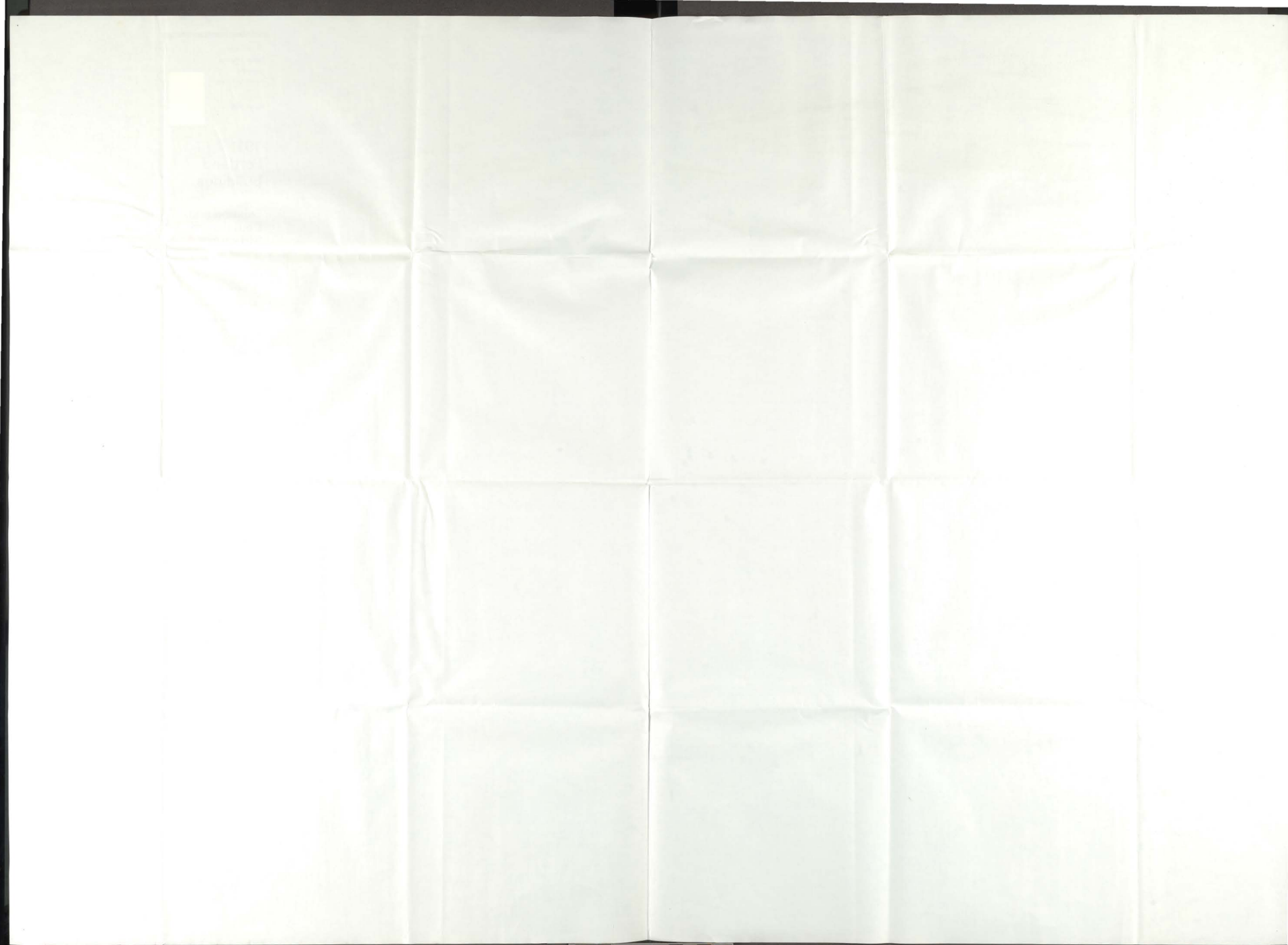


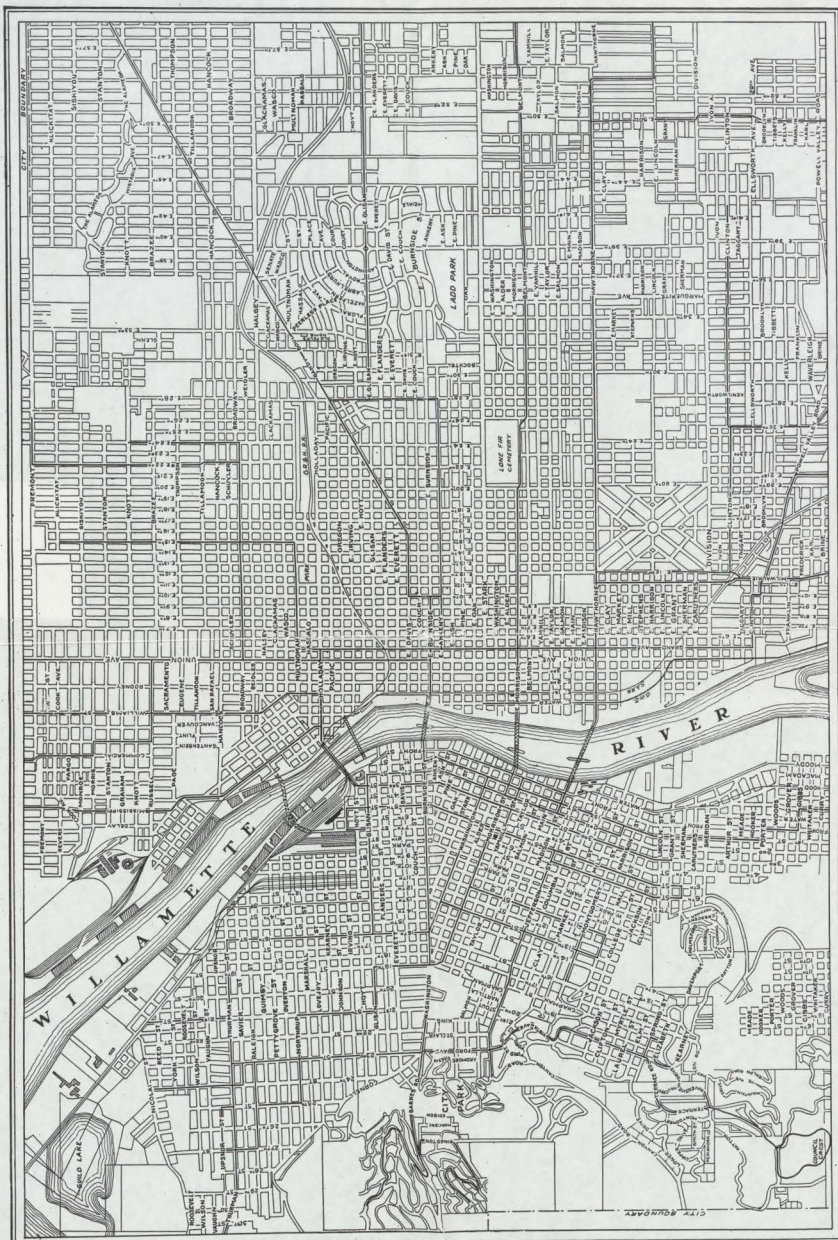
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NOTE: OTHER DEMOLITIONS ARE OFF THIS MAP









DESIGN
NA
7238
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M53
2002
Map 3

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